

7704. Petition of United States Spanish War Veterans, Department of Alabama, assembled in the annual encampment, urging world peace; to the Committee on Foreign Affairs.

7705. By Mr. BARBOUR: Petition of Woman's Christian Temperance Union of Porterville, Tulare, and Lindsay, Calif., requesting enactment of law for Federal supervision of motion pictures; to the Committee on Interstate and Foreign Commerce.

7706. By Mr. CANNON: Petition of Washington (Mo.) Post, No. 218, American Legion, favoring immediate payment of adjusted service compensation certificates of World War veterans; to the Committee on Ways and Means.

7707. By Mr. CULLEN: Petition of Radio Protective Association of the American Federation of Labor, urging the immediate and favorable consideration of the Dill-Davis bill as a most important item of antitrust legislation now pending in Congress; to the Committee on Patents.

7708. Also, petition of the American Legion at its twelfth annual convention, urging the Congress to promptly consider the findings and recommendation of the special committee to investigate the activities and propaganda of the communists, and to forthwith enact appropriate legislation to end all communistic activities subversive of our form of government; to the Special Committee on Communist Propaganda.

7709. Also, petition of the board of directors of the National Jewelers Publicity Association, requesting the Congress not to increase the first-class mail rate; to the Committee on the Post Office and Post Roads.

7710. Also, petition of the American Institute of Marine Underwriters, opposed to an increase in the first-class postage rate and considered same as unwise and unnecessary burden on the business of the United States; to the Committee on the Post Office and Post Roads.

7711. Also, petition of the New York State Volunteer Firemen's Association, urging the passage of House bill 10821, which is designed to aid vocational training generally beneficial to firemen; to the Committee on Education.

7712. Also, petition of International Association of General Chairmen, Brotherhood of Railroad Trainmen, protesting against the further encroachment of common-carrier pipe lines upon the field of transportation, and urge that means be adopted to discourage and prevent the further expansion of pipe-line carriers; to the Committee on Interstate and Foreign Commerce.

7713. Also, petition of the executive committee of the board of directors of the National Retail Dry Goods Association, protesting the proposed increase of postal rates on first-class mail; to the Committee on the Post Office and Post Roads.

7714. Also, petition of the Chamber of Commerce of the State of New York, urging the Congress to take steps for the protection of American political institutions and economic interests, in concert, if need be, with all governments with which the United States is in friendly diplomatic relations; to the Committee on Immigration and Naturalization.

7715. Also, petition of Fraternal Order of Eagles, urging that steps be taken to curb and stop the migration of the Filipinos and orientals into the United States; to the Committee on Immigration and Naturalization.

7716. Also, petition of Bricklayers' International Union, Local No. 9, Labor Lyceum, Brooklyn, N. Y., asking for the favorable consideration of House Joint Resolution 334; to the Committee on the Merchant Marine and Fisheries.

7717. By Mr. O'CONNOR of New York: Resolutions of the National Jewelers Publicity Association, in opposition to proposed increase in first-class postage rate; to the Committee on the Post Office and Post Roads.

7718. Also, resolutions of the New York State Association of Letter Carriers, indorsing the Saturday shorter work day bill (H. R. 6603); to the Committee on the Post Office and Post Roads.

7719. Also, resolutions of the American Institute of Marine Underwriters, opposing increases in first-class postage rate; to the Committee on the Post Office and Post Roads.

7720. By Mr. TARVER: Petition of Cobb County, Ga., citizens, asking immediate payment of adjusted service certificates; to the Committee on Ways and Means.

7721. By Mr. TEMPLE: Petition of Frank B. Briggs, Washington, Pa., urging the passage of legislation placing a tariff on oil shipped from abroad, mentioning particularly oil from Mexico and Venezuela; to the Committee on Ways and Means.

7722. By Mr. UNDERHILL: Resolution of protest adopted by the board of aldermen of the city of Chelsea, Mass., against the present policy of Great Britain in Palestine; to the Committee on Foreign Affairs.

7723. By Mr. WATSON: Petition from residents of Montgomery County, Pa., expressing views favoring House bill 7384; to the Committee on the District of Columbia.

## SENATE

TUESDAY, DECEMBER 2, 1930

The Chaplain, Rev. Z. Barney T. Phillips, D. D., offered the following prayer:

O Lord Jesus Christ, who in the days of Thy youth wast found in the temple sitting in the midst of the doctors, both hearing them and asking them questions, give us a true perspective in all things pertaining to the great issues of our times, that being men of deep convictions, devoted to our trust, we may ignore each fragmentary impulse, irrelevant obsession, and vagrant aspiration that hinders the sovereignty of right. Lead us to that highway where the spell of lesser loyalties is broken by a clear compelling vision and the sweeping winds of divine purpose add to the content of our thought the note of spiritual sublimity and moral might. All of which we ask in Thy name and for Thy sake. Amen.

ROYAL S. COPELAND, a Senator from the State of New York; BRONSON M. CUTTING, a Senator from the State of New Mexico; HIRAM W. JOHNSON, a Senator from the State of California; PETER NORBECK, a Senator from the State of South Dakota; ELLISON D. SMITH, a Senator from the State of South Carolina; and ROBERT F. WAGNER, a Senator from the State of New York, appeared in their seats to-day.

### THE JOURNAL

The Chief Clerk proceeded to read the Journal of yesterday's proceedings, when, on request of Mr. Fess and by unanimous consent, the further reading was dispensed with and the Journal was approved.

### MESSAGE FROM THE HOUSE

A message from the House of Representatives by Mr. Chaffee, one of its clerks, informed the Senate that a committee of three Members was appointed by the Speaker on the part of the House of Representatives to join with the committee on the part of the Senate to notify the President of the United States that a quorum of each House had assembled and that Congress was ready to receive any communication that he would be pleased to make; also, that a quorum of the House of Representatives had appeared and that the House was ready to proceed with business.

The message communicated to the Senate the intelligence of the death of Hon. FLORIAN LAMPERT, late a Representative from the State of Wisconsin, and transmitted the resolutions of the House thereon.

The message also communicated to the Senate the intelligence of the death of Hon. EDGAR R. KIESS, late a Representative from the State of Pennsylvania, and transmitted the resolutions of the House thereon.

The message further communicated to the Senate the intelligence of the death of Hon. JOHN FRANCIS QUAYLE, late a Representative from the State of New York, and transmitted the resolutions of the House thereon.

The message also communicated to the Senate the intelligence of the death of Hon. CHARLES M. STEDMAN, late a Representative from the State of North Carolina, and transmitted the resolutions of the House thereon.

The message further communicated to the Senate the intelligence of the death of Hon. WILLIAM C. HAMMER, late a



Representative from the State of North Carolina, and transmitted the resolutions of the House thereon.

The message also communicated to the Senate the intelligence of the death of Hon. CHARLES F. CURRY, late a Representative from the State of California, and transmitted the resolutions of the House thereon.

The message further communicated to the Senate the intelligence of the death of Hon. OTIS WINGO, late a Representative from the State of Arkansas, and transmitted the resolutions of the House thereon.

The message announced that the House had passed bills of the following titles, in which it requested the concurrence of the Senate:

H. R. 762. An act for the relief of the legal representatives of Gallus Kerchner, deceased;

H. R. 782. An act to extend the benefits of the United States employees' compensation act to R. W. Dickerson;

H. R. 921. An act for the relief of Andrew Kline;

H. R. 922. An act for the relief of William S. Murray;

H. R. 923. An act for the relief of Louis J. Stroud;

H. R. 925. An act for the relief of George Curren;

H. R. 1109. An act for the relief of Martin J. Hayes;

H. R. 2215. An act for the relief of Fireman's Fund Insurance Co.;

H. R. 2589. An act for the relief of Josiah J. Hostetler;

H. R. 5926. An act for the relief of Lillian N. Lakin;

H. R. 6636. An act for the relief of Philip F. Hambsch;

H. R. 6659. An act for the relief of Earl F. Heist;

H. R. 8604. An act to authorize and direct the Comptroller General to settle and allow the claim of Harden F. Taylor for services rendered to the Bureau of Fisheries;

H. R. 8607. An act for the relief of Frank Bayer;

H. R. 9199. An act for the relief of John F. Williams and Anderson Tyler;

H. R. 9215. An act for the relief of Jessie Axton;

H. R. 9395. An act for the relief of Alton B. Platner;

H. R. 11091. An act for the relief of Harvey H. Padgett;

H. R. 11121. An act for the relief of the James River Bridge Corporation; and

H. R. 11911. An act for the relief of Frank J. Spencer.

#### ENROLLED BILLS AND JOINT RESOLUTIONS SIGNED

The message also further announced that the Speaker had affixed his signature to the following enrolled bills and joint resolutions, and they were signed by the Vice President:

H. R. 736. An act to authorize the cession to the city of New York of land on the northerly side of New Dorp Lane in exchange for permission to connect Miller Field with the said city's public sewer system;

H. R. 9267. An act for the relief of John A. Fay;

H. R. 10387. An act authorizing the Secretary of the Navy, in his discretion, to deliver to the custody of the city of Denver, Colo., the ship's bell, plaque, war record, name plate, and silver service of the cruiser *Denver*, that is now or may be in his custody;

H. J. Res. 384. Joint resolution making appropriations available to carry into effect the provisions of the act of the Seventy-first Congress entitled "An act to fix the salaries of officers and members of the Metropolitan police force and the fire department of the District of Columbia; and

H. J. Res. 393. Joint resolution making an appropriation for the United States Massachusetts Bay Colony Tercentenary Commission.

#### NOTIFICATION TO THE PRESIDENT

Mr. WATSON and Mr. ROBINSON of Arkansas advanced in the center aisle, and

Mr. WATSON said: Mr. President, your committee appointed to act in conjunction with a similar committee appointed from the House for a like purpose desire to report that we called on the President, notified him that the two Houses were regularly organized, and inquired whether he had any communication to make. We performed that duty and were informed by the President that this day he would transmit to both Houses a message in writing.

#### THE PRESIDENT'S ANNUAL MESSAGE

Mr. Latta, one of the secretaries of the President, was announced and said:

Mr. President, I am directed by the President of the United States to deliver to the Senate a message in writing.

The message was received by the secretary for the majority (C. A. Loeffler) and handed to the Vice President.

#### SENATOR FROM PENNSYLVANIA

The VICE PRESIDENT. The Chair lays before the Senate a privileged communication relative to the Senator elect from Pennsylvania, which will be read.

The Chief Clerk read as follows:

#### GOVERNOR'S OFFICE.

#### IN THE NAME AND BY AUTHORITY OF THE COMMONWEALTH OF PENNSYLVANIA

I, John S. Fisher, Governor of the Commonwealth of Pennsylvania, do hereby certify that by the provisions of the second section of an act of the general assembly of this Commonwealth entitled "An act to provide for the nomination and election of candidates for the office of United States Senator, and one filling of vacancies in said office," approved the 24th day of July, A. D. 1913, it is made the duty of the governor when the returns of any election for United States Senator shall be received by the secretary of the Commonwealth to transmit the returns so made to the President of the United States Senate.

Returns of votes cast at the election held on Tuesday, November 4, 1930, for the office of United States Senator for the unexpired term ending March 4, 1933:

James J. Davis, Republican	1,462,186
Sedgwick Kistler, Democrat	523,338
Emmett P. Cuth, Communist	6,960
S. W. Blier, Prohibition	24,498
William J. Van Essen, Socialist	26,796
Scattering	42

Total..... 2,043,820

I do further certify that the foregoing returns of the election held on Tuesday, the 4th day of November, A. D. 1930, in the several counties of the Commonwealth of Pennsylvania, is a full, true, and correct copy of the original returns of said election as filed in the office of the secretary of the Commonwealth.

Given under my hand and the great seal of the State, at the city of Harrisburg, this 28th day of November, A. D. 1930, and of the Commonwealth the one hundred and fifty-fifth.

JOHN S. FISHER.

By the governor:

[SEAL.]

JAMES A. WALKER,

Secretary of the Commonwealth.

Mr. REED. Mr. President, Mr. DAVIS is in the Chamber and is prepared to take the oath.

Mr. NYE. Mr. President, most unpleasant is the task which seems to be mine of requesting at this time that the Senator elect from Pennsylvania stand aside pending receipt of such information as has been sought and is expected by the committee with relation to expenditures in behalf of the Senator elect, expenditures above and beyond what have already been reported to the committee. In substantiation of this request I wish to read at this time a special report from the Select Committee on Senatorial Campaign Expenditures, as follows:

#### SPECIAL REPORT FROM THE SELECT COMMITTEE ON SENATORIAL CAMPAIGN EXPENDITURES

Your committee will be prepared within the next few days to submit a special report covering the expenditures by and in behalf of Senatorial candidates in those States where the successful candidate begins service in this body at this, the short session of the Seventy-first Congress. Those States are New Jersey, Delaware, Pennsylvania, Ohio, Tennessee, Kentucky, Kansas, and Wyoming. On December 4 the committee will conduct a hearing, at which time further New Jersey testimony will be taken, as a result of which the committee expects to be able to report finally. In the case of all the other States named, with one possible exception, the committee is confident that its report could not possibly serve as the basis for any objection to the Senators elect from those States being administered the oath of office and accorded a place in this body.

The one possible exception is that of Pennsylvania, which State has issued credentials of election to JAMES J. DAVIS. It is to this one case that this special report is directed.

#### PENNSYLVANIA EXPENDITURES

Sedgwick Kistler was the Democratic nominee in Pennsylvania. He had no opposition in the primary election and has reported that his only expenditures in that campaign were customary contributions to his party. In the general election campaign he reported expenditures of \$22,620.03, of which amount \$21,500 was



in the form of contributions to the State Democratic campaign committee. That committee has not yet reported upon its total expenditures. However, such information has been requested.

Four candidates sought the Republican nomination in the primary. The three senatorial candidates there eliminated have accounted for expenditures by them or in their behalf as follows:

Joseph R. Grundy	\$420,701.03
Frances H. Bohlen	167,393.78
Webster G. Drew	675.69

The total expenditures made on behalf of the candidacy of JAMES J. DAVIS are not fully known to the committee. Hence in this report the committee presents the expenditures so far determined and points out the facts which remain to be ascertained before a final and complete report can be made.

Your committee has found the personal expenditures of Senator-elect DAVIS in his primary campaign to be \$10,807.90, this being inclusive of \$6,000 contributed to the campaign committee supporting the ticket of which he was a part. In the conduct of his general election campaign Mr. DAVIS reports a personal expenditure of \$4,063.49. The report which the committee has requested from the State Republican campaign committee in Pennsylvania has not yet been furnished. Likewise, the committee is unprepared to say how much may have been expended by other organizations functioning in behalf of Mr. DAVIS in the late campaign. Such reports, if any, should be available on December 4, which is the last day under the Pennsylvania law for organizations to file such reports.

In the consideration of expenditures in the primary election campaign in behalf of the Senator elect from Pennsylvania, it is necessary to note that in that campaign Mr. DAVIS was a part of what was known as the Brown-Davis ticket. In addition to the names of Mr. DAVIS for Senator and Mr. Brown for governor, the ticket carried the names of candidates for other State offices, some judicial candidates, and in some districts candidates for legislative and county offices. It seems now quite apparent, from information before the committee, that well in advance of \$600,000 was expended in support of this ticket.

It should also be noted that the fight in the Republican primary campaign in Pennsylvania was in the main a battle between candidates for governor, leaving the senatorial fight between DAVIS, Grundy, and Bohlen as of secondary consideration. Money raised for and by the Brown-Davis campaign committees was without a doubt principally available because of the gubernatorial fight. However, your committee does not attempt to determine what part of the expenditures by the Brown-Davis campaign committees are fairly assessable against individuals upon the so-called Brown-Davis ticket. The committee can but present the facts which it has found.

Hearings conducted upon the question of expenditures in behalf of Senator-elect DAVIS revealed the activity of four separate campaign committees operating in support of the Brown-Davis ticket. They were as follows:

The Brown-Davis campaign committee of Pennsylvania, of which Samuel M. Vauclain was treasurer;

The Brown-Davis committee of Philadelphia, Robert P. Quigley, treasurer;

The Brown-Davis western Pennsylvania campaign committee, W. W. Bleakley, treasurer; and

The Brown-Davis campaign committee of Allegheny County, headed by Dr. F. H. Frederick.

There appears to have been no central committee for all of the above-named committees. Instead they all seem to operate more or less independently of each other, except that there seemed to be understanding of the territory to be covered by the campaigns of each.

Expenditures by all of the committees were primarily for the payment of workers and watchers at the polls.

#### PHILADELPHIA COMMITTEE

The Brown-Davis campaign committee of Philadelphia appears to have confined itself exclusively to the Philadelphia vote. J. Hampton Moore and Robert B. Quigley were in charge of the work of this campaign committee. The expenditures by it reported to the committee totaled \$62,575. Contributions to this fund ranged from \$25 to \$8,500, and the contributors numbered 45. Of the total amount raised and expended, \$32,300 went to Philadelphia ward committee. Your committee is endeavoring to learn if any money beyond that reported was expended in Philadelphia. There was a general feeling in that city during the campaign, however, that money for use in the campaign was very scarce by comparison with the money used in other campaigns in that city.

#### WESTERN PENNSYLVANIA COMMITTEE

The Brown-Davis western Pennsylvania committee raised \$117,450 and distributed it to Brown-Davis campaign committees in each of 17 western Pennsylvania counties. These committees in turn expended the money for workers and watchers at the polls. Of the total amount distributed, \$40,000 was given to the Allegheny County committee.

Of the full amount received of this western Pennsylvania committee, Walter A. Bonitz, a Pittsburgh brick manufacturer, contributed \$86,750, and in addition to this he gave \$10,000 to the Allegheny County committee. Mr. Bonitz testified before the committee that he had merely underwritten anticipated contributions expecting to be reimbursed but that he had received no such reimbursement.

#### ALLEGHENY COUNTY

The Allegheny County Brown-Davis committee expended \$88,460 in this campaign, the money coming from the western Pennsylvania committee and other contributors, numbering 84, whose contributions ranged from \$10 to \$10,000. The expenditures of this committee were for watcher and messenger certificates, about \$55,000 being spent for this purpose.

#### PENNSYLVANIA COMMITTEE

The Brown-Davis campaign committee of Pennsylvania, of which Samuel V. Vauclain was treasurer, was easily the largest spender of the four organizations. It undertook to finance the Brown-Davis campaign in all those counties and cities not carried by the three committees above reported.

Mr. Vauclain reported to the committee contributions to his committee of \$131,287.46, of which about \$20,000 was given by Mr. Brown, the candidate for governor. The balance came from \$25 to \$10,000 contributions from about 60 people, as shown at page 70 of the hearing.

At page 72 of the hearings will be found the report of this committee of its expenditures, totaling \$129,693.33. About \$39,000 is shown to have been sent to county committee chairmen, while \$47,000 was for advertising.

#### TOTAL EXPENDITURES IN PRIMARY

The combined primary expenditures of Mr. DAVIS and the four above-named Brown-Davis committees total \$368,962.11, but within the last two days the committee has learned of reported expenditures of a substantial size by these committees which had not been reported to your committee. The committee has this morning substantiated the report that the Vauclain committee reported to the secretary of the Commonwealth, Pennsylvania, two weeks after reporting to this committee, in which report total expenditures are shown to be \$196,905.42. In addition to this unpaid bills are shown in that report of \$117,843.16. This is \$195,055.25 more than was reported to the committee. Your committee yesterday sent a representative to the office of the secretary of the Commonwealth to win possession of copies of this report and such other reports as may have been filed concerning expenditures of Brown-Davis tickets. Study of the files at Harrisburg this morning and such files as are in the possession of the committee makes it appear that actual expenditures of the Brown-Davis campaign committee will be shown to be in excess of \$600,000.

Check of a comparative few of the reports made by county campaign treasurers and filed with the State after the primaries and after hearings before this committee discloses failures of the central committee to report fully upon their contributions to county committees. This is notably true in the case of the Vauclain committee.

In testifying before the committee on June 2, Mr. Vauclain reported expenditures by his committee of \$129,693.33 as being a full accounting of expenditures to the close of business on May 29. Checking at the office of the secretary of the commonwealth in Harrisburg by the committee's representatives this morning discloses that 13 county chairmen received a total of \$41,350 prior to May 20 from the Vauclain committee. None of these 13 contributions were listed in the report given your committee by Mr. Vauclain on June 2.

Further checking reveals over \$60,000 of expenditures heretofore unknown to the committee as coming from sources other than the four Brown-Davis committees whose expenditures have been reported.

Mr. President, in continuation of the statement of reasons for the request that has been made that Senator-elect DAVIS stand aside until the committee can ascertain more fully regarding expenditures, I want to say that the reports which have been received by long-distance telephone and by telegraph from the agent sent to Harrisburg to ascertain the facts reveal the certainty that expenditures of a very material amount were made in addition to what were reported to the committee. The committee had hoped that its agent would be back in Washington this morning with photostats and evidences of those other contributions, but he has been delayed; there has been delay at Harrisburg, in the capitol, in having the photostat work done. However, he is expected back here to-night.

To the Senator elect from Pennsylvania and to those who are interested in seeing him seated here at as early a date as possible I want to say that there is no intention to delay. It is not the purpose of the committee to delay this matter one moment longer than is absolutely necessary to ascertain such facts as ought to be available to the committee within the next day or two or three days. Surely we should be able to lay a report before the Senate this week that will be quite inclusive of all expenditures. I hope sincerely that the Senator from Pennsylvania [Mr. REED] may see his way clear to grant the request that has been made and consent that



the Senator elect stand aside until a more complete report can be afforded.

Mr. REED. Mr. President—

The VICE PRESIDENT. Does the Senator from North Dakota yield to the Senator from Pennsylvania?

Mr. NYE. I yield.

Mr. REED. I thought the Senator had finished.

Mr. NYE. I am through; I yield the floor to the Senator.

Mr. REED. The Senator from North Dakota requests that the administration of the oath to the Senator elect from Pennsylvania be deferred. I am sorry to have to reply to him that I must object to the granting of that request and insist that the rights of the Senator elect and of the State that has elected him be observed by the immediate administration of the oath.

Mr. NYE. Mr. President, I send to the desk a resolution and ask that it may be read.

The VICE PRESIDENT. The Secretary will read the resolution.

The Chief Clerk read the resolution (S. Res. 335), as follows:

*Resolved*, That the claim of JAMES J. DAVIS to a seat in the United States Senate is hereby referred to the special committee of the Senate investigating senatorial campaign expenditures.

Mr. REED. Mr. President, I make the point of order that the resolution must lie over for a day, and I ask that the oath be now administered to the Senator elect.

Mr. NYE. Mr. President, a parliamentary inquiry. Is there no chance for the consideration of the resolution just presented?

The VICE PRESIDENT. Under the rule it is debatable, and also under the rule all questions affecting credentials of Senators shall be proceeded with until disposed of.

Mr. NYE. Then I move the immediate consideration of the resolution.

Mr. REED. I make the point of order, Mr. President, that the Senator's motion is in the form of a resolution, which, under the rules, must lie over for a day.

The VICE PRESIDENT. The Chair is of the opinion that the form does not matter and, under the rule in reference to credentials, the Chair will hold that the resolution is in order. The question is on the adoption of the resolution. [Putting the question.] By the sound the "noes" seem to have it.

Mr. NYE. The yeas and nays ought to be had on this question and I ask for the yeas and nays.

The yeas and nays were ordered, and the Chief Clerk proceeded to call the roll.

Mr. TYDINGS (when his name was called.) On this vote I have a pair with the senior Senator from Rhode Island [Mr. METCALF]. I understand if he were present he would vote as I intend to vote. I therefore feel at liberty to vote, and I vote. I vote "nay."

The roll call was concluded.

Mr. BINGHAM (after having voted in the negative). I have a general pair with the junior Senator from Virginia [Mr. GLASS]. Not knowing how he would vote, I transfer my pair with him to the junior Senator from New Jersey [Mr. BAIRD] and allow my vote to stand.

Mr. SWANSON. I wish to announce that my colleague [Mr. GLASS] is necessarily detained from the Senate by illness in his family.

Mr. HARRISON. I wish to announce that the junior Senator from Mississippi [Mr. STEPHENS] is necessarily detained from the Senate on official business. If present, he would vote "nay."

Mr. SHEPPARD. I wish to announce that the senior Senator from New Mexico [Mr. BRATTON] is necessarily detained from the Senate on important business in his State.

I also desire to announce that the Senator from Missouri [Mr. HAWES] and the Senator from Louisiana [Mr. RANSELL] are necessarily absent from the city.

Mr. BLAINE. I desire to announce that my colleague the senior Senator from Wisconsin [Mr. LA FOLLETTE] is unavoidably detained.

Mr. FESS. I wish to announce that the junior Senator from Connecticut [Mr. WALCOTT] is necessarily absent. If present, he would vote "nay."

The result was announced—yeas 27, nays 58, as follows:

#### YEAS—27

Ashurst	Cutting	Heflin	Shipstead
Barkley	Dale	Howell	Simmons
Black	Dill	McGill	Trammell
Blaine	Frazier	Norbeck	Wagner
Bulkley	George	Norris	Wheeler
Connally	Harris	Nye	Williamson
Couzens	Hayden	Sheppard	

#### NAYS—58

Bingham	Goldsborough	McMaster	Smoot
Blease	Gould	McNary	Steck
Borah	Greene	Moses	Steiwer
Brock	Hale	Oddie	Swanson
Brookhart	Harrison	Overman	Thomas, Idaho
Broussard	Hastings	Patterson	Thomas, Okla.
Capper	Hatfield	Phipps	Townsend
Carey	Hebert	Pine	Tydings
Copeland	Johnson	Pittman	Vandenberg
Deneen	Jones	Reed	Walsh, Mass.
Fess	Kean	Robinson, Ark.	Walsh, Mont.
Fletcher	Kendrick	Robinson, Ind.	Waterman
Gillett	Keyes	Schall	Watson
Glenn	King	Shortridge	
Goff	McKellar	Smith	

#### NOT VOTING—11

Braid	Glass	La Follette	Stephens
Bratton	Grundy	Metcalf	Walcott
Caraway	Hawes	Ransdell	

So, Mr. NYE's resolution was rejected.

The VICE PRESIDENT. The credentials will be placed on file. The Senator elect will come forward and be sworn.

Mr. DAVIS, escorted by Mr. REED, advanced to the Vice President's desk; and, the oath prescribed by law having been administered to him by the Vice President, he took his seat in the Senate.

The VICE PRESIDENT. The Chair lays before the Senate a message from the President of the United States, which will be read.

Mr. ROBINSON of Arkansas. Mr. President, pending the reading of the message, I ask leave to make a brief statement relative to the matter just disposed of.

The VICE PRESIDENT. Is there objection? The Chair hears none.

Mr. ROBINSON of Arkansas. Mr. President, the press of the country yesterday reported the purpose of the chairman of the select committee, the Senator from North Dakota [Mr. NYE], to make the motion that he has made this morning.

When a Senator presents his certificate in due form to the Senate, that establishes his prima facie right to a seat in the Senate.

This case is, of course, readily distinguishable from the cases of Senators-elect Vare and Smith, of Pennsylvania and Illinois, respectively, concerning whom a special committee had made reports impeaching the prima facie right referred to on the ground of excessive expenditures and also on the ground of corruption and fraud.

It is easily understood that by order of the Senate either the select committee or the Committee on Privileges and Elections may determine any question raised respecting the right of a Senator to his seat.

Recognizing the distinctions to which I have already referred, and the right of the State to representation here, as well as the prima facie right of the Senator, I suggest that the course taken by the Senate was consistent with the precedents of the Senate and with the orderly conduct of business.

Mr. DALE. Mr. President—

The VICE PRESIDENT. The reading of the President's message can be interrupted only by unanimous consent. Does the Senator ask unanimous consent?

Mr. DALE. I ask unanimous consent simply to make a statement.

The VICE PRESIDENT. Is there objection?

Mr. BORAH. Mr. President, I have refrained from making that request myself, but if this matter is going to be discussed I should like a few minutes to speak upon it.

The VICE PRESIDENT. Does the Senator object?



Mr. SHORTRIDGE. Mr. President, to the end that we may hear the message of the President, I object.

Mr. DALE. Mr. President, will the Senator indulge me just a minute? I simply want to explain my vote. I am not going to discuss the matter at all.

Mr. SHORTRIDGE. There will be ample time for the Senator to explain his vote.

Mr. DALE. No; this is the only time when I can properly explain my vote.

Mr. SHORTRIDGE. I am gratified that the Senate has finally come back to adopt the views expressed by Senator Stephen A. Douglas and Senator Daniel Webster.

#### ANNUAL MESSAGE OF THE PRESIDENT OF THE UNITED STATES

The VICE PRESIDENT. Debate is out of order except by unanimous consent. The Secretary will read the message of the President.

The Chief Clerk read the President's annual message, as follows:

#### *To the Senate and House of Representatives:*

I have the honor to comply with the requirements of the Constitution that I should lay before the Congress information as to the state of the Union, and recommend consideration of such measures as are necessary and expedient.

Substantial progress has been made during the year in national peace and security; the fundamental strength of the Nation's economic life is unimpaired; education and scientific discovery have made advances; our country is more alive to its problems of moral and spiritual welfare.

#### ECONOMIC SITUATION

During the past 12 months we have suffered with other Nations from economic depression.

The origins of this depression lie to some extent within our own borders through a speculative period which diverted capital and energy into speculation rather than constructive enterprise. Had overspeculation in securities been the only force operating, we should have seen recovery many months ago, as these particular dislocations have generally readjusted themselves.

Other deep-seated causes have been in action, however, chiefly the world-wide overproduction beyond even the demand of prosperous times for such important basic commodities as wheat, rubber, coffee, sugar, copper, silver, zinc, to some extent cotton, and other raw materials. The cumulative effects of demoralizing price falls of these important commodities in the process of adjustment of production to world consumption have produced financial crises in many countries and have diminished the buying power of these countries for imported goods to a degree which extended the difficulties farther afield by creating unemployment in all the industrial nations. The political agitation in Asia; revolutions in South America and political unrest in some European States; the methods of sale by Russia of her increasing agricultural exports to European markets; and our own drought—have all contributed to prolong and deepen the depression.

In the larger view the major forces of the depression now lie outside of the United States, and our recuperation has been retarded by the unwarranted degree of fear and apprehension created by these outside forces.

The extent of the depression is indicated by the following approximate percentages of activity during the past three months as compared with the highly prosperous year of 1928:

Value of department-store sales.....	93% of 1928
Volume of manufacturing production.....	80% of 1928
Volume of mineral production.....	90% of 1928
Volume of factory employment.....	84% of 1928
Total of bank deposits.....	105% of 1928
Wholesale prices—all commodities.....	83% of 1928
Cost of living.....	94% of 1928

Various other indexes indicate total decrease of activity from 1928 of from 15 to 20 per cent.

There are many factors which give encouragement for the future. The fact that we are holding from 80 to 85 per cent of our normal activities and incomes; that our

major financial and industrial institutions have come through the storm unimpaired; that price levels of major commodities have remained approximately stable for some time; that a number of industries are showing signs of increasing demand; that the world at large is readjusting itself to the situation; all reflect grounds for confidence. We should remember that these occasions have been met many times before, that they are but temporary, that our country is to-day stronger and richer in resources, in equipment, in skill, than ever in its history. We are in an extraordinary degree self-sustaining, we will overcome world influences and will lead the march of prosperity as we have always done hitherto.

Economic depression can not be cured by legislative action or executive pronouncement. Economic wounds must be healed by the action of the cells of the economic body—the producers and consumers themselves. Recovery can be expedited and its effects mitigated by cooperative action. That cooperation requires that every individual should sustain faith and courage; that each should maintain his self-reliance; that each and every one should search for method of improving his business or service; that the vast majority whose income is unimpaired should not hoard out of fear but should pursue their normal living and recreations; that each should seek to assist his neighbors who may be less fortunate; that each industry should assist its own employees; that each community and each State should assume its full responsibilities for organization of employment and relief of distress with that sturdiness and independence which built a great nation.

Our people are responding to these impulses in remarkable degree.

The best contribution of government lies in encouragement of this voluntary cooperation in the community. The government, National, State, and local, can join with the community in such programs and do its part. A year ago I, together with other officers of the Government, initiated extensive cooperative measures throughout the country.

The first of these measures was an agreement of leading employers to maintain the standards of wages and of labor leaders to use their influence against strife. In a large sense these undertakings have been adhered to and we have not witnessed the usual reductions of wages which have always heretofore marked depressions. The index of union wage scales shows them to be to-day fully up to the level of any of the previous three years. In consequence the buying power of the country has been much larger than would otherwise have been the case. Of equal importance, the Nation has had unusual peace in industry and freedom from the public disorder which has characterized previous depressions.

The second direction of cooperation has been that our governments, National, State, and local, the industries and business, so distribute employment as to give work to the maximum number of employees.

The third direction of cooperation has been to maintain and even extend construction work and betterments in anticipation of the future. It has been the universal experience in previous depressions that public works and private construction have fallen off rapidly with the general tide of depression. On this occasion, however, the increased authorization and generous appropriations by the Congress and the action of States and municipalities have resulted in the expansion of public construction to an amount even above that in the most prosperous years. In addition the cooperation of public utilities, railways, and other large organizations has been generously given in construction and betterment work in anticipation of future need. The Department of Commerce advises me that as a result the volume of this type of construction work, which amounted to roughly \$6,300,000,000 in 1929, instead of decreasing will show a total of about \$7,000,000,000 for 1930. There has, of course, been a substantial decrease in the types of construction which could not be undertaken in advance of need.



The fourth direction of cooperation was the organization in such States and municipalities, as was deemed necessary, of committees to organize local employment, to provide for employment agencies, and to effect relief of distress.

The result of magnificent cooperation throughout the country has been that actual suffering has been kept to a minimum during the past 12 months, and our unemployment has been far less in proportion than in other large industrial countries. Some time ago it became evident that unemployment would continue over the winter and would necessarily be added to from seasonal causes and that the savings of workpeople would be more largely depleted. We have as a Nation a definite duty to see that no deserving person in our country suffers from hunger or cold. I therefore set up a more extensive organization to stimulate more intensive cooperation throughout the country. There has been a most gratifying degree of response from governors, mayors, and other public officials, from welfare organizations, and from employers in concerns both large and small. The local communities through their voluntary agencies have assumed the duty of relieving individual distress and are being generously supported by the public.

The number of those wholly out of employment seeking for work was accurately determined by the census last April as about 2,500,000. The Department of Labor index of employment in the larger trades shows some decrease in employment since that time. The problem from a relief point of view is somewhat less than the published estimates of the number of unemployed would indicate. The intensive community and individual efforts in providing special employment outside the listed industries are not reflected in the statistical indexes and tend to reduce such published figures. Moreover, there is estimated to be a constant figure at all times of nearly 1,000,000 unemployed who are not without annual income but temporarily idle in the shift from one job to another. We have an average of about three breadwinners to each two families, so that every person unemployed does not represent a family without income. The view that the relief problems are less than the gross numbers would indicate is confirmed by the experience of several cities, which shows that the number of families in distress represents from 10 to 20 per cent of the number of the calculated unemployed. This is not said to minimize the very real problem which exists but to weigh its actual proportions.

As a contribution to the situation the Federal Government is engaged upon the greatest program of waterway, harbor, flood control, public building, highway, and airway improvement in all our history. This, together with loans to merchant shipbuilders, improvement of the Navy and in military aviation, and other construction work of the Government will exceed \$520,000,000 for this fiscal year. This compares with \$253,000,000 in the fiscal year 1928. The construction works already authorized and the continuation of policies in Government aid will require a continual expenditure upwards of half a billion dollars annually.

I favor still further temporary expansion of these activities in aid to unemployment during this winter. The Congress will, however, have presented to it numbers of projects, some of them under the guise of, rather than the reality of, their usefulness in the increase of employment during the depression. There are certain common-sense limitations upon any expansions of construction work. The Government must not undertake works that are not of sound economic purpose and that have not been subject to searching technical investigation, and which have not been given adequate consideration by the Congress. The volume of construction work in the Government is already at the maximum limit warranted by financial prudence as a continuing policy. To increase taxation for purposes of construction work defeats its own purpose, as such taxes directly diminish employment in private industry. Again any kind of construction requires, after its authorization, a considerable time before labor can be employed in which to make engineering, architectural, and legal preparations. Our immediate problem is the increase of employment for the next six months, and new plans which do not produce

such immediate result or which extend commitments beyond this period are not warranted.

The enlarged rivers and harbors, public building, and highway plans authorized by the Congress last session, however, offer an opportunity for assistance by the temporary acceleration of construction of these programs even faster than originally planned, especially if the technical requirements of the laws which entail great delays could be amended in such fashion as to speed up acquisitions of land and the letting of contracts.

With view, however, to the possible need for acceleration, we immediately upon receiving those authorities from the Congress five months ago, began the necessary technical work in preparation for such possible eventuality. I have canvassed the departments of the Government as to the maximum amount that can be properly added to our present expenditure to accelerate all construction during the next six months, and I feel warranted in asking the Congress for an appropriation of from \$100,000,000 to \$150,000,000 to provide such further employment in this emergency. In connection therewith we need some authority to make enlarged temporary advances of Federal-highway aid to the States.

I recommend that this appropriation be made distributable to the different departments upon recommendations of a committee of the Cabinet and approval by the President. Its application to works already authorized by the Congress assures its use in directions of economic importance and to public welfare. Such action will imply an expenditure upon construction of all kinds of over \$650,000,000 during the next 12 months.

#### AGRICULTURE

The world-wide depression has affected agriculture in common with all other industries. The average price of farm produce has fallen to about 80 per cent of the levels of 1928. This average is, however, greatly affected by wheat and cotton, which have participated in world-wide overproduction and have fallen to about 60 per cent of the average price of the year 1928. Excluding these commodities, the prices of all other agricultural products are about 84 per cent of those of 1928. The average wholesale prices of other primary goods, such as nonferrous metals, have fallen to 76 per cent of 1928.

The price levels of our major agricultural commodities are, in fact, higher than those in other principal producing countries, due to the combined result of the tariff and the operations of the Farm Board. For instance, wheat prices at Minneapolis are about 30 per cent higher than at Winnipeg, and at Chicago they are about 20 per cent higher than at Buenos Aires. Corn prices at Chicago are over twice as high as at Buenos Aires. Wool prices average more than 80 per cent higher in this country than abroad, and butter is 30 per cent higher in New York City than in Copenhagen.

Aside from the misfortune to agriculture of the world-wide depression we have had the most severe drought. It has affected particularly the States bordering on the Potomac, Ohio, and lower Mississippi Rivers, with some areas in Montana, Kansas, Oklahoma, and Texas. It has found its major expression in the shortage of pasturage and a shrinkage in the corn crop from an average of about 2,800,000,000 bushels to about 2,090,000,000 bushels.

On August 14 I called a conference of the governors of the most acutely affected States, and as a result of its conclusions I appointed a national committee comprising the heads of the important Federal agencies under the chairmanship of the Secretary of Agriculture. The governors in turn have appointed State committees representative of the farmers, bankers, business men, and the Red Cross, and subsidiary committees have been established in most of the acutely affected counties. Railway rates were reduced on feed and livestock in and out of the drought areas, and over 50,000 cars of such products have been transported under these reduced rates. The Red Cross established a preliminary fund of \$5,000,000 for distress relief purposes and established agencies for its administration in each county. Of this fund less than \$500,000 has been called for up to



this time as the need will appear more largely during the winter. The Federal Farm Loan Board has extended its credit facilities, and the Federal Farm Board has given financial assistance to all affected cooperatives.

In order that the Government may meet its full obligation toward our countrymen in distress through no fault of their own, I recommend that an appropriation should be made to the Department of Agriculture to be loaned for the purpose of seed and feed for animals. Its application should as hitherto in such loans be limited to a gross amount to any one individual, and secured upon the crop.

The Red Cross can relieve the cases of individual distress by the sympathetic assistance of our people.

#### FINANCES OF THE GOVERNMENT

I shall submit the detailed financial position of the Government with recommendations in the usual Budget message. I will at this time, however, mention that the Budget estimates of receipts and expenditures for the current year were formulated by the Treasury and the Budget Bureau at a time when it was impossible to forecast the severity of the business depression and have been most seriously affected by it. At that time a surplus of about \$123,000,000 was estimated for this fiscal year and tax reduction which affected the fiscal year to the extent of \$75,000,000 was authorized by the Congress, thus reducing the estimated surplus to about \$48,000,000. Closely revised estimates now made by the Treasury and the Bureau of the Budget of the tax, postal, and other receipts for the current fiscal year indicate a decrease of about \$430,000,000 from the estimate of a year ago, of which about \$75,000,000 is due to tax reduction, leaving about \$355,000,000 due to the depression. Moreover, legislation enacted by Congress subsequent to the submission of the Budget enlarging Federal construction work to expand employment and for increase in veterans' services and other items, have increased expenditures during the current fiscal year by about \$225,000,000.

Thus the decrease of \$430,000,000 in revenue and the increase of \$225,000,000 in expenditure adversely change the original Budget situation by about \$655,000,000. This large sum is offset by the original estimated surplus a year ago of about \$123,000,000, by the application of \$185,000,000 of interest payments upon the foreign debt to current expenditures, by arrangements of the Farm Board through repayments, etc., in consequence of which they reduced their net cash demands upon the Treasury by \$100,000,000 in this period, and by about \$67,000,000 economies and deferments brought about in the Government, thus reducing the practical effect of the change in the situation to an estimated deficit of about \$180,000,000 for the present fiscal year. I shall make suggestions for handling the present-year deficit in the Budget message, but I do not favor encroachment upon the statutory reduction of the public debt.

While it will be necessary in public interest to further increase expenditures during the current fiscal year in aid to unemployment by speeding up construction work and aid to the farmers affected by the drought, I can not emphasize too strongly the absolute necessity to defer any other plans for increase of Government expenditures. The Budget for 1932 fiscal year indicates estimated expenditure of about \$4,054,000,000, including postal deficit. The receipts are estimated at about \$4,085,000,000 if the temporary tax reduction of last year be discontinued, leaving a surplus of only about \$30,000,000. Most rigid economy is therefore necessary to avoid increase in taxes.

#### NATIONAL DEFENSE

Our Army and Navy are being maintained at a high state of efficiency, under officers of high training and intelligence, supported by a devoted personnel of the rank and file. The London naval treaty has brought important economies in the conduct of the Navy. The Navy Department will lay before the committees of the Congress recommendations for a program of authorization of new construction which should be initiated in the fiscal year of 1932.

#### LEGISLATION

This is the last session of the Seventy-first Congress. During its previous sittings it has completed a very large

amount of important legislation, notably: The establishment of the Federal Farm Board; fixing congressional reapportionment; revision of the tariff, including the flexible provisions and a reorganization of the Tariff Commission; reorganization of the Radio Commission; reorganization of the Federal Power Commission; expansion of Federal prisons; reorganization of parole and probation system in Federal prisons; expansion of veterans' hospitals; establishment of disability allowances to veterans; consolidation of veteran activities; consolidation and strengthening of prohibition enforcement activities in the Department of Justice; organization of a Narcotics Bureau; large expansion of rivers and harbors improvements; substantial increase in Federal highways; enlargement of public buildings construction program; and the ratification of the London naval treaty.

The Congress has before it legislation partially completed in the last sitting in respect to Muscle Shoals, bus regulation, relief of congestion in the courts, reorganization of border patrol in prevention of smuggling, law enforcement in the District of Columbia, and other subjects.

It is desirable that these measures should be completed.

The short session does not permit of extensive legislative programs, but there are a number of questions which, if time does not permit action, I recommend should be placed in consideration by the Congress, perhaps through committees cooperating in some instances with the Federal departments, with view to preparation for subsequent action. Among them are the following subjects:

#### ELECTRICAL POWER

I have in a previous message recommended effective regulation of interstate electrical power. Such regulation should preserve the independence and responsibility of the States.

#### RAILWAYS

We have determined upon a national policy of consolidation of the railways as a necessity of more stable and more economically operated transportation. Further legislation is necessary to facilitate such consolidation. In the public interest we should strengthen the railways that they may meet our future needs.

#### ANTITRUST LAWS

I recommend that the Congress institute an inquiry into some aspects of the economic working of these laws. I do not favor repeal of the Sherman Act. The prevention of monopolies is of most vital public importance. Competition is not only the basis of protection to the consumer but is the incentive to progress. However, the interpretation of these laws by the courts, the changes in business, especially in the economic effects upon those enterprises closely related to the use of the natural resources of the country, make such an inquiry advisable. The producers of these materials assert that certain unfortunate results of wasteful and destructive use of these natural resources together with a destructive competition which impoverishes both operator and worker can not be remedied because of the prohibitive interpretation of the antitrust laws. The well-known condition of the bituminous coal industry is an illustration. The people have a vital interest in the conservation of their natural resources; in the prevention of wasteful practices; in conditions of destructive competition which may impoverish the producer and the wage earner; and they have an equal interest in maintaining adequate competition. I therefore suggest that an inquiry be directed especially to the effect of the workings of the antitrust laws in these particular fields to determine if these evils can be remedied without sacrifice of the fundamental purpose of these laws.

#### CAPITAL-GAINS TAX

It is urged by many thoughtful citizens that the peculiar economic effect of the income tax on so-called capital gains at the present rate is to enhance speculative inflation and likewise impede business recovery. I believe this to be the case and I recommend that a study be made of the economic effects of this tax and of its relation to the general structure of our income tax law.



## IMMIGRATION

There is need for revision of our immigration laws upon a more limited and more selective basis, flexible to the needs of the country.

Under conditions of current unemployment it is obvious that persons coming to the United States seeking work would likely become either a direct or indirect public charge. As a temporary measure the officers issuing visas to immigrants have been, in pursuance of the law, instructed to refuse visas to applicants likely to fall into this class. As a result the visas issued have decreased from an average of about 24,000 per month prior to restrictions to a rate of about 7,000 during the last month. These are largely preferred persons under the law. Visas from Mexico are about 250 per month compared to about 4,000 previous to restrictions. The whole subject requires exhaustive reconsideration.

## DEPORTATION OF ALIEN CRIMINALS

I urge the strengthening of our deportation laws so as to more fully rid ourselves of criminal aliens. Furthermore, thousands of persons have entered the country in violation of the immigration laws. The very method of their entry indicates their objectionable character, and our law-abiding foreign-born residents suffer in consequence. I recommend that the Congress provide methods of strengthening the Government to correct this abuse.

## POST OFFICE

Due to deferment of Government building over many years, previous administrations had been compelled to enter upon types of leases for secondary facilities in large cities, some of which were objectionable as representing too high a return upon the value of the property. To prevent the occasion for further uneconomic leasing I recommend that the Congress authorize the building by the Government of its own facilities.

## VETERANS

The Nation has generously expanded its care for veterans. The consolidation of all veterans' activities into the Veterans' Administration has produced substantial administrative economies. The consolidation also brings emphasis to the inequalities in service and allowances. The whole subject is under study by the administrator, and I recommend it should also be examined by the committees of the Congress.

## SOCIAL SERVICE

I urge further consideration by the Congress of the recommendations I made a year ago looking to the development through temporary Federal aid of adequate State and local services for the health of children and the further stamping out of communicable disease, particularly in the rural sections. The advance of scientific discovery, methods, and social thought imposes a new vision in these matters. The drain upon the Federal Treasury is comparatively small. The results, both economic and moral, are of the utmost importance.

## GENERAL

It is my belief that after the passing of this depression, when we can examine it in retrospect, we shall need to consider a number of other questions as to what action may be taken by the Government to remove possible governmental influences which make for instability and to better organize mitigation of the effect of depression. It is as yet too soon to constructively formulate such measures.

There are many administrative subjects, such as departmental reorganization, extension of the civil service, readjustment of the postal rates, etc., which at some appropriate time require the attention of the Congress.

## FOREIGN RELATIONS

Our relations with foreign countries have been maintained upon a high basis of cordiality and good will.

During the past year the London naval pact was completed, approved by the Senate, and ratified by the governments concerned. By this treaty we have abolished competition in the building of warships, have established the basis of parity of the United States with the strongest of

foreign powers, and have accomplished a substantial reduction in war vessels.

During the year there has been an extended political unrest in the world. Asia continues in disturbed condition, and revolutions have taken place in Brazil, Argentina, Peru, and Bolivia. Despite the jeopardy to our citizens and their property which naturally arise in such circumstances, we have, with the cooperation of the governments concerned, been able to meet all such instances without friction.

We have resumed normal relations with the new Governments of Brazil, Argentina, Peru, and Bolivia immediately upon evidence that they were able to give protection to our citizens and their property and that they recognized their international obligations.

A commission which was supported by the Congress has completed its investigation and reported upon our future policies in respect to Haiti and proved of high value in securing the acceptance of these policies. An election has been held and a new government established. We have replaced our high commissioner by a minister and have begun the gradual withdrawal of our activities with view to complete retirement at the expiration of the present treaty in 1935.

A number of arbitration and conciliation treaties have been completed or negotiated during the year, and will be presented for approval by the Senate.

I shall in a special message lay before the Senate the protocols covering the statutes of the World Court which have been revised to accord with the sense of previous Senate reservations.

HERBERT HOOVER.

THE WHITE HOUSE, December 2, 1930.

The VICE PRESIDENT. The message will lie on the table.

## REIMBURSEMENT OF CALIFORNIA (S. DOC. NO. 220)

The VICE PRESIDENT laid before the Senate a communication from the Comptroller General of the United States, transmitting, in response to Senate Resolution No. 277, Seventy-first Congress, data relative to the balance found due the State of California for moneys advanced and expended in aid of the Government of the United States during the war between the States, which, with accompanying exhibits, was referred to the Committee on the Judiciary and ordered to be printed.

## RELIEF OF UNEMPLOYMENT—FOOTBALL GAME

The VICE PRESIDENT. The Chair lays before the Senate a communication from Frederic A. Delano, chairman of the District of Columbia committee on employment, which will be read.

The Chief Clerk read as follows:

DISTRICT OF COLUMBIA COMMITTEE ON EMPLOYMENT,  
Washington, D. C., November 20, 1930.

THE VICE PRESIDENT OF THE UNITED STATES.

MY DEAR MR. VICE PRESIDENT: As a means of financing the work of this committee the local chamber of commerce has conceived the notion of promoting a football game between the United States Coast Guard Service and the Marines. The President of the United States has given a cup which is to be competed for, and every effort will be made by organizations in the city to make the occasion a great success.

The gate receipts, less a very small sum for expenses, will all go directly to the necessary work of relieving the unemployment situation, and anything that is left over at the end of the campaign will be given directly for relief work.

May I not, therefore, respectfully call your attention to this matter, and if the Senate of the United States can see its way clear to recognizing this occasion, and perhaps collectively or individually attending the game, we will be very appreciative.

The game will be played Saturday afternoon, December 6, at the Griffith Stadium.

Respectfully,

FREDERIC A. DELANO, *Chairman.*

The VICE PRESIDENT. The Chair has been requested to inform Senators that those who desire to attend the game should notify the Sergeant at Arms of the Senate. The Chair will ask that a letter in regard to the same matter may be printed in the Record.

There being no objection, the letter was ordered to be printed in the Record, as follows:



THE EVENING STAR—THE SUNDAY STAR,  
Washington, D. C., November 30, 1930.

Vice President CHARLES CURTIS,  
The Senate Building, Washington, D. C.

MY DEAR MR. VICE PRESIDENT: I am writing to lay before you an outline of how the committee in charge of the football game to be played between the Marines and the Coast Guard on December 6 hope that matters may be arranged in the Senate.

It is our understanding that both Houses of Congress will adjourn at noon on Saturday the 6th, and that announcement to that effect will be made in both Houses on Tuesday the 2d.

If you can find it convenient to do so at that time we would appreciate it greatly if you, or some one designated by you, could urge upon the Members of the Senate the importance of attending the game. It is being held in the interest of the local unemployed, as you know. The President, you yourself, the Chief Justice, a majority of the Cabinet, and many of the diplomatic corps will be in attendance. The complete success of the game will depend largely upon the Senate and House attendance.

With the facts concerning the game laid before them I suggest that you ask the Sergeant at Arms to learn from each Senator how many box seats he wishes to subscribe for. The seats cost \$5 apiece—every cent of which goes to charity. It is essential that the total number desired by the Senate shall be communicated to Mr. Adams, unemployment committee, District Building, by noon Wednesday, for the seats must be issued on Thursday to the Sergeant at Arms for distribution to the Senators.

We plan to place all subscribers in the Senate with their guests as closely together as may be and in the most advantageous seats available.

May I reiterate that we of the committee feel that there will be no factor more important to the success of the game than a full attendance of both Houses of Congress. I know that you will try in such ways as you can to help us out.

The game is scheduled to start at 2 p. m. It is recommended that all be on hand at 1.45 p. m., however, as at that time certain ceremonies are scheduled.

With every appreciation, faithfully yours,

NEWBOLD NOYES.

SENATOR FROM MICHIGAN

Mr. VANDENBERG presented the credentials of JAMES COUZENS, elected a Senator from the State of Michigan for the term ending March 4, 1937, which were read and ordered to be filed, as follows:

#### CERTIFICATE OF ELECTION

STATE OF MICHIGAN.

We, the undersigned State canvassers, from an examination of the election returns received by the secretary of state, determine that at the general election held on the 4th day of November, 1930, JAMES COUZENS was duly elected United States Senator for the term ending March 4, 1937.

In witness whereof we have hereto subscribed our names, at Lansing, this 24th day of November, 1930.

JOHN S. HAGGERTY,  
Secretary of State,  
FRANK D. MCKAY,  
State Treasurer,  
WEBSTER H. PEARCE,  
Superintendent of Public Instruction,  
Board of State Canvassers.

STATE OF MICHIGAN,  
DEPARTMENT OF STATE.

I hereby certify that the foregoing copy of the certificate of determination of the board of State canvassers is a correct transcript of the original of such certificate of determination on file in this office.

In witness whereof I have hereto attached my signature and the great seal of the State, at Lansing, this 24th day of November, 1930.

[SEAL.]

JOHN S. HAGGERTY,  
Secretary of State.

#### PETITIONS AND MEMORIALS

Mr. COPELAND presented resolutions adopted by the Common Council of the City of Buffalo, N. Y., favoring the passage of legislation to restore the previous higher inheritance tax rates as well as the excess-profits tax, which were referred to the Committee on Finance.

He also presented a communication from Edward T. Clark, of Goshen, N. Y., transmitting the immigration program of the committee on selective immigration, American Eugenics Society, which, with the accompanying paper, was referred to the Committee on Immigration.

Mr. JONES presented petitions of sundry citizens of the State of Washington praying for the passage of legislation for the exemption of dogs from vivisection in the District of Columbia, which were referred to the Committee on the District of Columbia.

Mr. TYDINGS presented a petition of sundry citizens of Baltimore, Md., praying an amendment to the Constitution

of the United States permitting modification of the eighteenth amendment, which was referred to the Committee on the Judiciary.

Mr. VANDENBERG presented a petition of the Houghton Association of Commerce, of Houghton, Mich., praying for the passage of legislation placing a tariff of 5 cents per pound on copper, which was referred to the Committee on Finance.

He also presented resolutions adopted by the National Progressive League, Radius of Wayne County, Detroit, Mich., favoring the passage of legislation for the immediate payment of adjusted-service compensation certificates of World War veterans, which were referred to the Committee on Finance.

#### ADJUSTED-COMPENSATION CERTIFICATES

Mr. VANDENBERG. Mr. President, the common council of the city of Detroit has unanimously adopted resolutions favoring the immediate payment of the adjusted-compensation certificates of ex-service men. It is urged not only as an act of justice but also as an economic stimulus of major proportions. There is much to be said in favor of this project. The more it is analyzed the stronger becomes its appeal. There are some perplexities and some practical questions to be resolved in connection with it. But the subject is worthy of serious and sympathetic study. I ask unanimous consent that these Detroit resolutions be printed in the RECORD and referred to the Finance Committee.

There being no objection, the resolutions were referred to the Committee on Finance and ordered to be printed in the RECORD, as follows:

Resolution adopted by Common Council, City of Detroit, November 18, 1930

(By Councilman Bradley)

"Whereas the United States Government is obligated to pay in 1945 to the veterans of the late World War as adjusted compensation the sum of \$3,400,000,000, and when this money is paid, an average of \$700 will be distributed among approximately 4,700,000 men scattered all over the United States; and

"Whereas many of these men are now in serious financial trouble, and in need of the necessities of life, because of lack of employment, and the immediate unlocking and distribution of \$3,400,000,000 to so many men, over such a wide area, will do more to bring about the return of prosperity than anything else that has yet been suggested; and

"Whereas it has been reported that President Herbert Hoover is considering recommending to the United States Congress, in a special message, the immediate payment of this money to the veterans, instead of postponing it until 1945, under the adjusted compensation law; Therefore be it

"Resolved, That this common council give expression to the opinion that we believe it would be a very wise act to pay this money at this time, and that we urge the Representatives in the United States House of Representatives from the city of Detroit, and the Senators from the State of Michigan, to express favorable opinion concerning this legislation, and to do all in their power to bring it about; and be it further

"Resolved, That a copy of this resolution be transmitted to Senators JAMES COUZENS, A. H. VANDENBERG, and Congressmen CLARENCE J. MCLEOD, ROBERT H. CLANCY, GRANT M. HUDSON, and EARL C. MICHENER."

Adopted as follows:

Yeas—Councilmen Bradley, Callahan, Castator, Dingeman, Ewald, Hall, Kronk, Walters, and the president—9.

Nays—None.

#### PLAN FOR REDEMPTION OF ADJUSTED-SERVICE CERTIFICATES

Mr. COPELAND presented a communication from William A. Fox, of Buffalo, N. Y., which was referred to the Committee on Finance and ordered to be printed in the RECORD, as follows:

PLAN FOR THE REDEMPTION OF THE ADJUSTED-SERVICE CERTIFICATES WITHOUT THE APPROPRIATION OF A DOLLAR BY CONGRESS—EXCHANGE FOR THE ADJUSTED-SERVICE CERTIFICATES, PARTICIPATION CERTIFICATES AGAINST THE ALLIED WAR-DEBT BONDS NOW IN THE UNITED STATES TREASURY

(By William A. Fox, 388 North Oak Street, Buffalo, N. Y.)

The number of outstanding adjusted-service certificates is 3,000,000 and they amount to about \$3,000,000,000.

The amount of the allied war-debt bonds now in the United States Treasury is about \$11,000,000,000.

The plan would result in increasing the purchasing power of about 15,000,000 people (veterans and families) by \$3,000,000,000, with its consequent benefit to business and unemployment.

Up to June, 1929, 1,400,000 loans had been made against adjusted-service certificates and less than 4 per cent had been re-



paid, indicating that about 96 per cent will have the greater part of their equities dissipated by the interest charges in the 15 years before they mature.

The participation certificates described would be immediately negotiable, and the proceeds derived therefrom, if invested in a home or property by the veteran, would be exempt from all taxation, thus providing a powerful incentive for such investment.

Congress would not have to appropriate a single dollar to put this plan into operation.

The annual appropriation of \$112,000,000 for the sinking fund for the adjusted-service certificates would be saved.

The appropriations for five years past for this sinking fund, amounting to over \$500,000,000, would be returned to the General Treasury account.

Large economies would result in lessening the work of the 54 regional offices of the Veterans' Bureau.

This plan would provide an effective estoppel against all propaganda for the cancellation of the war debts.

The Treasury Department would urge against the plan that the Treasury would lose the present interest of 3 per cent on \$3,000,000,000 of the war-debt bonds, amounting to \$90,000,000, but this would be offset by the annual appropriation of \$112,000,000 which would be saved.

#### BILLS AND JOINT RESOLUTIONS INTRODUCED

Bills and joint resolutions were introduced, read the first time, and, by unanimous consent, the second time, and referred as follows:

By Mr. GLENN:

A bill (S. 4783) making an appropriation to establish an emergency fund to be used for the purpose of accelerating the construction of certain public works to aid in relieving unemployment; to the Committee on Appropriations.

By Mr. BINGHAM:

A bill (S. 4784) to enable physicians to prescribe malt liquors for medicinal purposes; to the Committee on the Judiciary.

A bill (S. 4785) to amend the national prohibition act, as amended and supplemented, in respect to the definition of intoxicating liquor; to the Committee on Manufactures.

By Mr. KING:

A bill (S. 4787) to amend the act approved March 3, 1927, entitled "An act granting pensions to certain soldiers who served in the Indian wars from 1817 to 1898, and for other purposes"; to the Committee on Pensions.

A bill (S. 4788) to establish a branch of the Interior Department at Salt Lake City, Utah, and to transfer to such branch certain bureaus and offices of the Interior Department; to the Committee on Public Lands and Surveys.

A bill (S. 4789) to provide for certain public buildings in the State of Utah; to the Committee on Public Buildings and Grounds.

By Mr. WALSH of Montana:

A bill (S. 4790) making an additional appropriation for the extension and betterment of a public high-school building at Browning, Mont.; to the Committee on Indian Affairs.

By Mr. KEYES:

A bill (S. 4791) to enable the Secretary of the Treasury to expedite work on the Federal building program authorized by the act of Congress entitled "An act to provide for the construction of certain public buildings and for other purposes," approved May 25, 1926, and acts amendatory thereof; to the Committee on Public Buildings and Grounds.

By Mr. COPELAND:

A bill (S. 4792) for the relief of J. Henry Miller (Inc.); to the Committee on Claims.

A bill (S. 4793) for the relief of William D. Grush; to the Committee on Military Affairs.

A bill (S. 4794) granting a pension to Timothy Joseph Long; to the Committee on Pensions.

A bill (S. 4795) to extend the time of commencing and completing the construction of a free highway bridge across the Hudson River between the cities of Albany and Rensselaer, N. Y.; and

A bill (S. 4796) to extend the time of commencing and completing the construction of a free highway bridge across the Hudson River at the southerly extremity of the city of Troy, N. Y.; to the Committee on Commerce.

A bill (S. 4797) for the relief of Edith Tolerton Lathrop; and

A bill (S. 4798) to extend to the widows of Foreign Service officers the benefits of section 18 of the act entitled "An act for the reorganization and improvement of the Foreign Service, and for other purposes," approved May 24, 1924, as amended; to the Committee on Foreign Relations.

By Mr. HOWELL:

A bill (S. 4799) to extend the times for commencing and completing the construction of bridges across the Missouri River at or near Farnam Street, Omaha, Nebr., and at or near South Omaha, Nebr.; to the Committee on Commerce.

By Mr. BROUSSARD:

A bill (S. 4800) to authorize certain officers of the United States Navy and Marine Corps to accept such decorations, orders, and medals as have been tendered them by foreign governments in appreciation of services rendered; to the Committee on Naval Affairs.

A bill (S. 4801) granting an increase of pension to Charles H. Sills; to the Committee on Pensions.

A bill (S. 4802) to designate streets to be known as Louisiana Avenue; to the Committee on the District of Columbia.

A bill (S. 4803) granting the consent of Congress to the Louisiana Highway Commission to construct, maintain, and operate a free highway bridge across the Atchafalaya River at or near Morgan City, La.;

A bill (S. 4804) granting the consent of Congress to the Louisiana Highway Commission to construct, maintain, and operate a free highway bridge across the Atchafalaya River at or near Krotz Springs, La.;

A bill (S. 4805) granting the consent of Congress to the Louisiana Highway Commission to construct, maintain, and operate a free highway bridge across the Red River at or near Moncla, La.;

A bill (S. 4806) granting the consent of Congress to the Louisiana Highway Commission to construct, maintain, and operate a free highway bridge across the Red River at or near Alexandria, La.;

A bill (S. 4807) granting the consent of Congress to the Louisiana Highway Commission to construct, maintain, and operate a free highway bridge across the Red River, at or near Coushatta, La.;

A bill (S. 4808) granting the consent of Congress to the Louisiana Highway Commission to construct, maintain, and operate a free highway bridge across the Red River at or near Shreveport, La.;

A bill (S. 4809) granting the consent of Congress to the Louisiana Highway Commission to construct, maintain, and operate a free highway bridge across the Ouachita River at or near Sterlington, La.;

A bill (S. 4810) granting the consent of Congress to the Louisiana Highway Commission to construct, maintain, and operate a free highway bridge across the Ouachita River at or near Monroe, La.;

A bill (S. 4811) granting the consent of Congress to the Louisiana Highway Commission to construct, maintain, and operate a free highway bridge across the Ouachita River at or near Harrisonburg, La.; and

A bill (S. 4812) granting the consent of Congress to the Louisiana Highway Commission to construct, maintain, and operate a free highway bridge across the Black River at or near Jonesville, La.; to the Committee on Commerce.

By Mr. VANDENBERG:

A bill (S. 4814) for the relief of Anna W. Dennert; to the Committee on Claims.

A bill (S. 4815) authorizing a preliminary examination and survey of the Crooked and Indian Rivers, Mich.; to the Committee on Commerce.

A bill (S. 4816) for the relief of Lewis Marion Hall; to the Committee on Naval Affairs.

By Mr. BROCK:

A bill (S. 4817) to grant the consent of Congress to the Highway Department of the State of Tennessee to construct a bridge over the Elk River on the Fayetteville-Winchester Road near the town of Kelso, in Lincoln County, Tenn.; and

A bill (S. 4818) to revive and reenact the act entitled "An act granting the consent of Congress to the Highway De-



partment of the State of Tennessee to construct, maintain, and operate a bridge across the Tennessee River on the Dayton-Decatur Road between Rhea and Meigs Counties, Tenn."; to the Committee on Commerce.

By Mr. BROOKHART:

A bill (S. 4819) to authorize an increase in the appropriation for Federal-aid highways for 1932 and 1933; to the Committee on Agriculture and Forestry.

By Mr. STEPHENS:

A bill (S. 4820) to amend section 126 of the Judicial Code; to the Committee on the Judiciary.

By Mr. FLETCHER:

A bill (S. 4821) authorizing the Secretary of the Navy, in his discretion, upon request from the Governor of the State of Florida, to deliver to such governor as custodian for such State the silver service presented to the United States for the United States battleship *Florida*, now out of commission; to the Committee on Naval Affairs.

A bill (S. 4822) granting a pension to Susan H. Hickenlooper;

A bill (S. 4823) granting an increase of pension to Mary Jane Brown;

A bill (S. 4824) granting a pension to Edward W. Alfred; and

A bill (S. 4825) granting an increase of pension to Cora Shank; to the Committee on Pensions.

By Mr. TRAMMELL:

A bill (S. 4826) providing for a survey of the natural oyster beds in the waters within the State of Florida; to the Committee on Commerce.

A bill (S. 4827) providing for a fund for reimbursement to growers suffering loss of crops from the Mediterranean fruit fly and the campaign for the extermination thereof; to the Committee on Agriculture and Forestry.

By Mr. THOMAS of Idaho:

A bill (S. 4828) authorizing the President to appoint a commission to study, report, and recommend on a governmental policy in relation to the American Indian; to the Committee on Indian Affairs.

By Mr. NORBECK:

A bill (S. 4829) to amend the act of April 25, 1922, as amended, entitled, "An act authorizing extensions of time for the payment of purchase money due under certain homestead entries and Government-land purchases within former Cheyenne River and Standing Rock Indian Reservations, North Dakota and South Dakota"; to the Committee on Public Lands and Surveys.

By Mr. SCHALL:

A bill (S. 4830) providing for payment of \$100 to each enrolled Chippewa Indian of Minnesota from the funds standing to their credit in the Treasury of the United States;

A bill (S. 4831) to amend an act approved May 14, 1926 (44 Stat. 555), entitled, "An act authorizing the Chippewa Indians of Minnesota to submit claims to the Court of Claims"; and

A bill (S. 4832) to direct the distribution of the interest and principal of the permanent fund of the Chippewa Indians of Minnesota in accordance with the true purpose and intent of the agreements made pursuant to the act of January 14, 1889; to the Committee on Indian Affairs.

By Mr. GREENE:

A bill (S. 4833) granting an increase of pension to Maria J. Carl;

A bill (S. 4834) granting an increase of pension to Amelia Clapper; and

A bill (S. 4835) granting an increase of pension to Almeda Hilton; to the Committee on Pensions.

By Mr. HAYDEN:

A bill (S. 4836) granting an increase of pension to Anna Miller; to the Committee on Pensions.

A bill (S. 4837) for the relief of the Copper Ridge Mining Co.; to the Committee on Public Lands and Surveys.

A bill (S. 4838) for the relief of Winchester Dickerson; to the Committee on Post Offices and Post Roads.

By Mr. BLAINE:

A bill (S. 4839) to create a Federal industrial commission to aid in the stabilization of employment in industry, agriculture, and commerce, and for other purposes; to the Committee on the Judiciary.

By Mr. THOMAS of Oklahoma:

A bill (S. 4840) for the relief of Sidney M. Blackburn (with accompanying papers); to the Committee on Military Affairs.

By Mr. KENDRICK:

A bill (S. 4841) granting a pension to James Ormond (with accompanying papers);

A bill (S. 4842) granting a pension to Almontie M. Webster, widow of Walter Webster (with accompanying papers);

A bill (S. 4843) granting an increase of pension to Ellen M. Holcomb (with accompanying papers); and

A bill (S. 4844) granting a pension to Lulu Anderson (with accompanying papers); to the Committee on Pensions.

By Mr. BLEASE:

A bill (S. 4845) to regulate the assignment of United States district and circuit judges; and

A bill (S. 4846) to redistrict South Carolina and to divide said districts into divisions, and to amend paragraph 4n, section 1, Judicial Code, title 28, United States Code, Supplement III, 1929, and section 105, Judicial Code, title 28, paragraph 186, United States Code, 1925, as amended, and section 105, Judicial Code, as amended, title 28, paragraph 186a, United States Code, Supplement III, 1929, and for other purposes; to the Committee on the Judiciary.

By Mr. BLACK:

A bill (S. 4847) to amend subdivision (3) of section 202 of the World War veterans' act, 1924, as amended; to the Committee on Finance.

By Mr. ODDIE:

A bill (S. 4848) to prohibit the importation of any article or merchandise from the Union of the Soviet Socialist Republics; to the Committee on Finance.

By Mr. SMOOT:

A bill (S. 4849) to amend paragraph (3) and repeal paragraph (4) of section 15 of the interstate commerce act, as amended; to the Committee on Interstate Commerce.

A bill (S. 4850) authorizing the Secretary of the Navy to deliver to the Daughters of Utah Pioneers the silver service of the battleship *Utah*; to the Committee on Naval Affairs.

A bill (S. 4851) for the relief of Maj. O. S. McCleary, United States Army, retired; to the Committee on Claims.

A bill (S. 4852) granting a pension to Peter C. Peterson; and

A bill (S. 4853) granting a pension to John A. Gardner; to the Committee on Pensions.

By Mr. TYDINGS:

A bill (S. 4854) for the relief of William E. B. Grant (with accompanying papers); to the Committee on Naval Affairs.

By Mr. McNARY:

A bill (S. 4855) to amend the filled milk act; and

A bill (S. 4856) to authorize the Secretary of Agriculture to sell the Morton Nursery site, in the county of Cherry, State of Nebraska; to the Committee on Agriculture and Forestry.

A bill (S. 4857) authorizing an appropriation of \$1,000 for the purchase of certain scrapbooks of William G. Steel; to the Committee on the Library.

A bill (S. 4858) to authorize the payment of compensation for the disability or death of persons injured in the employ of railroads during the period of Federal control; to the Committee on the Judiciary.

A bill (S. 4859) granting a pension to Julia McBride (with accompanying papers);

A bill (S. 4860) granting an increase of pension to Josephine Cook (with accompanying papers); and

A bill (S. 4861) granting a pension to Elizabeth Burnette (with accompanying papers); to the Committee on Pensions.

A bill (S. 4862) for the relief of Sophia A. Beers;

A bill (S. 4863) for the relief of Mrs. Josephine R. Briggs; and



A bill (S. 4864) to confer jurisdiction on the Court of Claims to hear, determine, and render judgment upon the claim of Claude H. Glenn; to the Committee on Claims.

By Mr. WALSH of Massachusetts:

A bill (S. 4865) for the relief of Edith N. Lindquist; to the Committee on Claims.

A bill (S. 4866) granting a pension to Jennie S. Fountain;

A bill (S. 4867) granting a pension to Lizzie C. Snow;

A bill (S. 4868) granting an increase of pension to Mary A. Gordon;

A bill (S. 4869) granting a pension to Ella F. Rand; and

A bill (S. 4870) granting a pension to Joseph Gorman; to the Committee on Pensions.

By Mr. DENEEN:

A bill (S. 4871) for the relief of Maximilian J. St. George; and

A bill (S. 4872) authorizing the Court of Claims to hear, determine, and render judgment upon the claim of Frederick Sedgwick against the United States; to the Committee on Claims.

A bill (S. 4873) granting a pension to Mary Johnston (with accompanying papers);

A bill (S. 4874) granting a pension to Anna Tuck-Sapp (with accompanying papers);

A bill (S. 4875) granting a pension to Bridget Fitzgerald (with accompanying papers); and

A bill (S. 4876) granting a pension to Pauline Levy; to the Committee on Pensions.

By Mr. PATTERSON:

A bill (S. 4877) to provide for the appointment of additional district judges for the eastern and western districts of Missouri;

A bill (S. 4878) to amend section 91 of the Judicial Code, as amended;

A bill (S. 4879) to make permanent the additional offices of district judge created for the eastern and western districts of Missouri; to the Committee on the Judiciary.

A bill (S. 4880) relating to fraudulent voting at certain congressional elections; to the Committee on Privileges and Elections.

A bill (S. 4881) granting a pension to Nancy C. Jones (with accompanying papers);

A bill (S. 4882) granting a pension to Charles Edward Kauffman (with accompanying papers); and

A bill (S. 4883) granting a pension to Perry S. Burg (with accompanying papers); to the Committee on Pensions.

By Mr. FRAZIER:

A bill (S. 4884) for the relief of Charles F. Poitra; and

A bill (S. 4885) for the relief of John B. Crowell; to the Committee on Military Affairs;

A bill (S. 4886) granting an increase of pension to Caroline Norris (with accompanying papers); and

A bill (S. 4887) granting an increase of pension to Jennie Ball (with accompanying papers); to the Committee on Pensions.

By Mr. WATSON:

A bill (S. 4888) granting a pension to Frances E. Johnson (with accompanying papers);

A bill (S. 4889) granting a pension to John B. Wardell (with accompanying papers);

A bill (S. 4890) granting a pension to Flora May Wardell (with accompanying papers);

A bill (S. 4891) granting an increase of pension to Nancy Jane Harrell (with accompanying papers); and

A bill (S. 4892) granting a pension to Cora Conzet (with accompanying papers); to the Committee on Pensions.

By Mr. DILL:

A bill (S. 4893) exempting David Sinclair from the provisions of sections 203 and 205 of the World War veterans' act, 1924, as amended; to the Committee on Finance.

A bill (S. 4894) granting a pension to Mary C. Spalding;

A bill (S. 4895) granting an increase of pension to Lydia M. Higgins;

A bill (S. 4896) granting an increase of pension to Grace Barry;

A bill (S. 4897) granting a pension to William A. Hone;

A bill (S. 4898) granting an increase of pension to Mary Horn;

A bill (S. 4899) granting a pension to Alex J. Mathews;

A bill (S. 4900) granting a pension to Charles L. O'Hara;

A bill (S. 4901) granting a pension to Luna Packwood;

A bill (S. 4902) granting a pension to Walter J. Taylor; and

A bill (S. 4903) granting a pension to Flora J. Thrapp; to the Committee on Pensions.

By Mr. REED:

A bill (S. 4904) to amend an act, approved May 17, 1926, entitled "An act to authorize the Secretary of War to grant easements in and upon public military reservations and other lands under his control";

A bill (S. 4905) to authorize the Secretary of War to lease Governors Island, Mass., to the city of Boston, Mass., and for other purposes; and

A bill (S. 4906) to authorize advance payments to members of the Reserve Corps on active duty prior to departure to their homes; to the Committee on Military Affairs.

A bill (S. 4907) authorizing the Secretary of the Navy, in his discretion, to deliver to the custody of the Princeton Club of Philadelphia the bowl and ladle formerly in use on the U. S. S. *Princeton*; and

A bill (S. 4908) for the relief of certain officers of the Dental Corps of the United States Navy; to the Committee on Naval Affairs.

A bill (S. 4909) for the relief of Earl I. Brown, colonel, Corps of Engineers (with accompanying papers); to the Committee on Claims.

A bill (S. 4910) granting a pension to Eleanora Emma Bliss (with accompanying paper);

A bill (S. 4911) granting an increase of pension to Caroline Houzelot (with accompanying papers);

A bill (S. 4912) granting an increase of pension to Amanda C. Wolf (with accompanying papers);

A bill (S. 4913) granting an increase of pension to Emily G. Emanuel (with accompanying papers); and

A bill (S. 4914) granting a pension to Mary A. Simmers (with accompanying papers); to the Committee on Pensions.

By Mr. SHORTRIDGE:

A bill (S. 4915) granting employees' compensation to the next of kin of John W. Aspe; to the Committee on Claims.

A bill (S. 4916) for the relief of Nels D. Anderson;

A bill (S. 4917) authorizing the appointment of John Rowland as a warrant officer, United States Army;

A bill (S. 4918) authorizing the President to order Harry W. Kerns before a retiring board for a hearing of his case, and upon the findings of such board determine whether or not he be placed on the retired list with the rank and pay held by him at the time of his resignation;

A bill (S. 4919) for the relief of George A. Dobbs; and

A bill (S. 4920) for the relief of Harry J. Kennedy; to the Committee on Military Affairs.

A bill (S. 4921) for the relief of Maurice J. Keegan;

A bill (S. 4922) for the relief of Otto Schluter; and

A bill (S. 4923) for the relief of John P. Larimore; to the Committee on Naval Affairs.

A bill (S. 4924) granting disability allowance to Dan V. Smith; and

A bill (S. 4925) granting compensation to Willard Henry Amlaw; to the Committee on Finance.

A bill (S. 4926) granting a pension to Mary T. Marks; and

A bill (S. 4927) granting a pension to John Reynolds; to the Committee on Pensions.

By Mr. FESS:

A bill (S. 4928) granting a pension to Sara E. Shumard (with accompanying papers);

A bill (S. 4929) granting an increase of pension to Ida A. Bower (with accompanying papers);

A bill (S. 4930) granting an increase of pension to Rhoda A. Larimer (with accompanying papers);

A bill (S. 4931) granting an increase of pension to Mary A. Vincent (with accompanying papers);

A bill (S. 4932) granting an increase of pension to Louisa Mutchie (with accompanying papers); and



A bill (S. 4933) granting an increase of pension to Georgie A. Jamison (with accompanying papers); to the Committee on Pensions.

By Mr. MOSES:

A bill (S. 4934) granting an increase of pension to Sarah J. Shedd (with accompanying papers);

A bill (S. 4935) granting an increase of pension to Emma E. Bennett (with accompanying papers); and

A bill (S. 4936) granting an increase of pension to Lizzie Berry (with accompanying papers); to the Committee on Pensions.

By Mr. CARAWAY:

A bill (S. 4937) to authorize the National Society United Daughters of 1812 to make annual report to the Smithsonian Institution; to the Committee on the Library.

By Mr. McKELLAR:

A bill (S. 4938) providing for the construction and improvement of post roads in the several counties in the United States for the relief of unemployment, and for other purposes; to the Committee on Post Offices and Post Roads.

By Mr. TYDINGS:

A bill (S. 4939) authorizing Frank E. La Cauza to accept the decoration of officer of the Order of the Crown of Italy; to the Committee on Naval Affairs; and

A bill (S. 4940) granting a pension to Joseph Leonard Hessler (with accompanying papers); to the Committee on Pensions.

By Mr. GOFF:

A bill (S. 4941) granting a pension to Berma Yearkey (with accompanying papers); and

A bill (S. 4942) granting an increase of pension to Malinda Betsall (with accompanying papers); to the Committee on Pensions.

By Mr. SWANSON:

A bill (S. 4943) to provide monuments to mark the birthplaces of deceased Presidents of the United States; to the Committee on the Library.

A bill (S. 4944) to extend the times for commencing and completing the construction of a bridge across the Potomac River at or near Dahlgren, Va.; to the Committee on Commerce.

A bill (S. 4945) to authorize the purchase by the city of Norfolk, Va., of the bridge across Boush Creek and approaches thereto; to the Committee on Naval Affairs.

A bill (S. 4946) granting a pension to Florence Sharp Grant (with accompanying papers); and

A bill (S. 4947) granting an increase of pension to Matthew Peterschell; to the Committee on Pensions.

A bill (S. 4948) to provide for the policing of military roads leading out of the District of Columbia, and for other purposes;

A bill (S. 4949) to authorize the Secretary of War to sell a tract of land located at Battery Cove, near Alexandria, Va., and for other purposes; and

A bill (S. 4950) authorizing the President to order William H. Sage, jr., before a retiring board for a hearing of his case and upon the findings of such board determine whether or not he be placed on the retired list with the rank and pay held by him at the time of his resignation (with accompanying papers); to the Committee on Military Affairs.

By Mr. HALE:

A bill (S. 4951) granting an increase of pension to Martha J. Annas (with accompanying papers);

A bill (S. 4952) granting an increase of pension to Marie Louise Lord (with accompanying papers);

A bill (S. 4953) granting a pension to Nancy C. Gray (with accompanying papers);

A bill (S. 4954) granting a pension to Lavina V. Moore (with accompanying papers);

A bill (S. 4955) granting an increase of pension to Annie E. Rogers (with accompanying papers);

A bill (S. 4956) granting an increase of pension to Mary O. Stevens (with accompanying papers);

A bill (S. 4957) granting a pension to Clara Taylor (with accompanying papers);

A bill (S. 4958) granting an increase of pension to Josie W. Witham (with accompanying papers); and

A bill (S. 4959) granting an increase of pension to James D. Wilder (with accompanying papers); to the Committee on Pensions.

By Mr. CAPPER:

A bill (S. 4960) authorizing the Secretary of Agriculture to extend aid to any State or States or political subdivision or subdivisions thereof to acquire toll bridges or construct bridges and maintain them as free bridges, and for other purposes; to the Committee on Commerce.

A bill (S. 4961) to amend the acts approved March 3, 1925, and July 3, 1926, relating to the regulation of traffic in the District of Columbia;

A bill (S. 4962) to provide for special assessments for the paving of roadways and the laying of curbs and gutters;

A bill (S. 4963) to relieve the Commissioners of the District of Columbia of certain ministerial duties; and

A bill (S. 4964) to amend section 4 of the act of Congress approved March 1, 1899, entitled "An act to authorize the Commissioners of the District of Columbia to remove dangerous and unsafe buildings and parts thereof, and for other purposes"; to the Committee on the District of Columbia.

A bill (S. 4965) granting an increase of pension to Anna F. Whiteside (with accompanying papers);

A bill (S. 4966) granting a pension to William T. Conley (with accompanying papers);

A bill (S. 4967) granting an increase of pension to Mary Smith (with accompanying papers);

A bill (S. 4968) granting a pension to Margaret Goodner (with accompanying papers);

A bill (S. 4969) granting a pension to Maria S. Bird (with accompanying papers);

A bill (S. 4970) granting a pension to John J. Lewis (with accompanying papers);

A bill (S. 4971) granting an increase of pension to Sarepta Rhodes (with accompanying papers);

A bill (S. 4972) granting an increase of pension to John Stevens (with accompanying papers);

A bill (S. 4973) granting an increase of pension to Lottie Harvey (with accompanying papers);

A bill (S. 4974) granting an increase of pension to Eliza Welch (with accompanying papers);

A bill (S. 4975) granting an increase of pension to Elida J. West (with accompanying papers);

A bill (S. 4976) granting a pension to Emma Conkright (with accompanying papers);

A bill (S. 4977) granting a pension to Mattie Riess (with accompanying papers);

A bill (S. 4978) granting a pension to C. A. Grippin (with accompanying papers);

A bill (S. 4979) granting a pension to Alfred F. Lynch (with accompanying papers); and

A bill (S. 4980) granting an increase of pension to Mary F. Bellville (with accompanying papers); to the Committee on Pensions.

By Mr. ROBINSON of Indiana:

A bill (S. 4981) granting compensation to Gertrude Hosea; to the Committee on Finance.

A bill (S. 4982) granting a pension to George C. Salyers;

A bill (S. 4983) granting an increase of pension to Richard Bex, jr. (with accompanying papers);

A bill (S. 4984) granting a pension to Margaret McWilliams (with accompanying papers);

A bill (S. 4985) granting a pension to Owen B. Ragland (with accompanying papers);

A bill (S. 4986) granting a pension to Jennie C. Hughes (with accompanying papers);

A bill (S. 4987) granting an increase of pension to William R. Holt (with accompanying papers);

A bill (S. 4988) granting a pension to Simon R. Ditzler (with accompanying papers);

A bill (S. 4989) granting an increase of pension to Lucinda Ragsdale (with accompanying papers);



A bill (S. 4990) granting a pension to William S. Peach (with accompanying papers);

A bill (S. 4991) granting an increase of pension to Sarra Elizabeth Harrell (with accompanying papers);

A bill (S. 4992) granting an increase of pension to Sarah A. Lewis (with accompanying papers);

A bill (S. 4993) granting an increase of pension to Neal Whaley (with accompanying papers);

A bill (S. 4994) granting a pension to Adam Ulrich (with accompanying papers);

A bill (S. 4995) granting an increase of pension to Harriett E. Mitchell (with accompanying papers);

A bill (S. 4996) granting a pension to Vernon C. Young (with accompanying papers);

A bill (S. 4997) granting a pension to Sarah Robertson (with accompanying papers);

A bill (S. 4998) granting a pension to Albert E. Akins (with accompanying papers);

A bill (S. 4999) granting a pension to Scott Colegate (with accompanying papers);

A bill (S. 5000) granting an increase of pension to Margaret C. Pyles (with accompanying papers);

A bill (S. 5001) granting an increase of pension to Margaret Porter (with accompanying papers);

A bill (S. 5002) granting a pension to Flora Beabout (with accompanying papers);

A bill (S. 5003) granting a pension to Carrie Becker (with accompanying papers); and

A bill (S. 5004) granting a pension to Aubrey L. Collins (with accompanying papers); to the Committee on Pensions.

By Mr. BINGHAM:

A bill (S. 5005) to require the purchase for military and naval purposes of articles of the growth, production, or manufacture of the United States; to the Committee on Military Affairs.

By Mr. REED:

A joint resolution (S. J. Res. 208) authorizing the Secretary of War to construct the proposed new Lock and Dam No. 4, Monongahela River; to the Committee on Commerce.

By Mr. JONES:

A joint resolution (S. J. Res. 209) authorizing an appropriation for loans for seed and feed for farmers in the crop-failure areas of Washington; to the Committee on Agriculture and Forestry.

By Mr. CAPPER:

A joint resolution (S. J. Res. 210) to authorize the distribution of 40,000,000 bushels of surplus wheat for relief purposes; to the Committee on Agriculture and Forestry.

By Mr. McNARY:

A joint resolution (S. J. Res. 211) for the relief of farmers in the drought and/or storm stricken areas of the United States; and

A joint resolution (S. J. Res. 212) to coordinate the fiscal business of the United States Department of Agriculture and the Alaska Game Commission in Alaska, and for other purposes; to the Committee on Agriculture and Forestry.

By Mr. SMOOT:

A joint resolution (S. J. Res. 213) designating the first United States narcotic farm to be established near Lexington, Ky., as the Stephen G. Porter Institute; to the Committee on Finance.

By Mr. COUZENS:

A joint resolution (S. J. Res. 214) to require that public contracts provide for employment of resident laborers and mechanics and for payment of highest prevailing rate of wages; ordered to lie on the table.

By Mr. CONNALLY:

A joint resolution (S. J. Res. 215) for the relief of farmers in the drought and/or storm stricken areas of the United States; to the Committee on Agriculture and Forestry.

#### RELIEF OF DROUGHT-STRICKEN AREAS

Mr. ROBINSON of Arkansas. Mr. President, I introduce a bill for the relief of drought-stricken areas, which I ask to have referred to the Committee on Agriculture and Forestry and printed in the RECORD.

The VICE PRESIDENT. Without objection, it is so ordered.

The bill (S. 4786) to stabilize conditions in areas gravely affected by droughts in the year 1930 was read twice by its title, referred to the Committee on Agriculture and Forestry, and ordered to be printed in the RECORD, as follows:

*Be it enacted, etc.,*

SECTION 1. That the sum of \$60,000,000, or so much thereof as may be necessary, is hereby authorized to be appropriated, out of any moneys in the Treasury not otherwise appropriated, to be advanced or expended in furnishing seeds, feed, and other supplies necessary to enable the farmers in the drought-affected areas of the United States who are unable otherwise to finance their operations to produce and harvest crops during the year 1931. That said fund shall be advanced or expended under the direction of the President, who is hereby authorized to employ or cause to be employed such organizations and agents as he may find necessary, including clerks, bookkeepers, accountants, and inspectors. The President may designate one or more Cabinet members and other officers to assist in the formulation of plans and to supervise their execution for the advancements to be made pursuant to this authorization; and he may accept the services and cooperation, without payment of compensation therefor, of any officer, private citizen, association, organization, or political unit in the administration of this law. The advancements and expenditures herein authorized may be made upon such terms and conditions as the President may prescribe or approve, with or without security, it being the intention of the Congress to provide assistance to farm producers disclosing their intention to cooperate in carrying out this act.

SEC. 2. The Secretary of Agriculture, with the approval of the President, may advance to any State held to be gravely affected by drought in 1930 the sum of \$5,000,000, or less, upon such terms and conditions as the President and the governor of such State may agree upon or approve, to be expended by the State in the construction of highways other than those receiving or eligible to receive Federal aid, said sum so advanced to be repaid in 20 equal annual installments. There is hereby authorized to be appropriated, out of any money in the Treasury not otherwise appropriated, such sum as may be necessary to carry out the provisions of this section.

SEC. 3. The Secretary of Agriculture is hereby authorized to employ such agents as may be required to carry on agricultural extension work in counties embraced within areas gravely affected by droughts in 1930 where the county authorities are found to be unable to make the contribution to agricultural extension work contemplated by law. That in addition to any amounts now authorized for agricultural extension there is hereby authorized to be appropriated for the purpose of this section the sum of \$3,500,000, or so much thereof as may be necessary, out of any moneys in the Treasury not otherwise appropriated.

SEC. 4. The President is hereby authorized to make requisition from time to time on the Federal Farm Board and said board is authorized to deliver without cost on such requisition the wheat or any part thereof which may have been acquired by the Federal Farm Board and which may remain undisposed of at the time of such requisition. Said wheat may be distributed through Red Cross agencies, or such other agencies as may be designated by the President, for use as seed, feed, or food in such quantities and upon such terms and conditions as the President may prescribe or approve.

SEC. 5. If, in his opinion, it becomes necessary because of insufficient funds in the Treasury, the President may cause the Secretary of the Treasury to issue notes or bonds in such denominations and redeemable at such times as in the President's discretion are necessary to provide the sums herein authorized to be appropriated.

This act shall take effect and be in force from and after its passage.

#### INDUSTRIAL CANAL AT NEW ORLEANS

Mr. BROUSSARD. I introduce a bill providing for a preliminary examination and survey of the industrial canal connecting Mississippi River at New Orleans with Lake Pontchartrain, which I ask to have referred to the Committee on Commerce and printed in the RECORD.

The VICE PRESIDENT. Without objection, it is so ordered.

The bill (S. 4813) to provide for a preliminary examination and survey of the industrial canal and locks connecting the Mississippi River at New Orleans with Lake Pontchartrain, in Louisiana, was read twice by its title, referred to the Committee on Commerce, and ordered to be printed in the RECORD, as follows:

*Be it enacted, etc.,* That the Secretary of War is authorized and directed to cause a preliminary survey to be made of the industrial canal and locks connecting the Mississippi River at New Orleans with Lake Pontchartrain, in Louisiana, with a view to maintaining said channel to its enlarged dimensions and to reporting the amount of contributions in land and money heretofore furnished by local interests for such waterway, and to submit



a report thereon to the Congress as soon as practicable. The cost of such examination and survey shall be paid from appropriations heretofore or hereafter made for examination and surveys.

#### SUSPENSION OF GENERAL IMMIGRATION

By Mr. REED:

A joint resolution (S. J. Res. 207) to suspend for a period of two years general immigration into the United States.

Mr. REED. Mr. President, I ask unanimous consent to proceed for not more than five minutes in explanation of the joint resolution I have just introduced.

The VICE PRESIDENT. Is there objection? The Chair hears none.

Mr. REED. Mr. President, I know that the Senate does not care to launch upon the practice of debating bills that have only been introduced and have not yet even reached their appropriate committees; but I desire to say a word in explanation of a joint resolution which I introduced this morning bearing on the question of immigration.

No one can have a panacea for unemployment and commercial and industrial depression; and I do not imagine for a moment that any treatment we may adopt of the immigration question will be such a panacea. It is obvious, however, that to some extent a reduction of the number of newcomers into the United States who come here for the purpose of seeking employment will at the moment tend to diminish the competition for the few jobs that are available.

It seems that in a time like the present it is highly unwise from the national standpoint to admit new immigration of persons coming here to seek employment. For that reason I have introduced this morning a joint resolution which, if passed and signed by the President, would have the effect of suspending for a period of two years all immigration of persons of that sort.

In order to make clear just what the proposal is, I should like to explain that it would apply as well to countries of this hemisphere as to countries of Europe. It would stop immigration impartially from all countries outside the United States.

Mr. COPELAND. Mr. President, will the Senator yield?

The VICE PRESIDENT. Does the Senator from Pennsylvania yield to the Senator from New York?

Mr. REED. I do.

Mr. COPELAND. Is it the purpose of the Senator to put this joint resolution on its immediate passage?

Mr. REED. Oh, no; not at all—merely to explain my action in introducing it.

Mr. COUZENS. Mr. President—

The VICE PRESIDENT. Does the Senator from Pennsylvania yield to the Senator from Michigan?

Mr. REED. I do.

Mr. COUZENS. Will the Senator tell me whether the treaty between Canada and the United States does not preclude the stopping of immigration from Canada?

Mr. REED. Of course, the immigration law does not affect those persons who come in pursuance of treaties. It never undertook to do so; and in so far as treaty rights govern, neither the immigration law nor this measure would impair them in the least.

There are certain exceptions which, from the standpoint of common sense or of humanity, must always be made.

For example, aliens in transit through the United States, persons who land at New York on the way to some Canadian city.

Next, persons who come here as tourists or temporary visitors, who really bring money to the country instead of taking employment from it.

Next, of course, persons protected by treaty provisions, who come in pursuance of treaties of commerce and amity. Government officials, naturally.

Then there is an exception, recognized by the immigration laws, for immediate relatives of American citizens; that is to say, wives or husbands to whom they were married before June, 1923—that is the exception in the present law—and children of American citizens under 21.

With those exceptions, the prohibition would be complete.

The prohibition applies also to Filipinos entering the mainland of the United States. We find that as we plug one gap in immigration another develops. As we stop one stream of inflowing immigrants another comes. Recently there has been an alarming increase in the number of Filipinos entering our Pacific coast ports. I do not think there is any reason in justice why they should be permitted to come any more than the citizens of other foreign countries.

Mr. WHEELER. Mr. President, will the Senator yield?

The VICE PRESIDENT. Does the Senator from Pennsylvania yield to the Senator from Montana?

Mr. REED. I yield to the Senator.

Mr. WHEELER. I am in hearty sympathy with what the Senator says, generally speaking, about immigration. I think it should be suspended; but I seriously doubt as to whether or not we should exclude Filipinos when at the same time we keep them under our dominion. I think we should give them their independence, which would solve that problem, and then put them in the same position as others. I do not, however, like to see us adopt the policy of saying to these people, "We are going to govern you, and at the same time we are not going to let you come into the mainland," any more than we put a tariff on them. It seems to me we can not very well do that in good conscience.

Mr. REED. I see the Senator's point, and I am not ready to say that I disagree with him; but I do think we are dealing with an emergency and that we ought not to involve the two questions. I do not want to imply, however, that I am going to vote against Philippine independence when the question arises.

Mr. WHEELER. I have not given the matter any serious thought. It rather struck me in that way. I do think, however, that the idea of excluding immigrants at this period, generally speaking, is a very good idea.

Mr. REED. About 12,000 Filipinos came in during the last year, mostly into southern California, and already the effects of their entry are beginning to appear and to be embarrassing. They come without their women. They do not come to settle down, to be permanent citizens, and live among their own kind; but they are a foreign body, just as alien after they get here as before they started.

Mr. KING. Mr. President, will the Senator yield?

Mr. REED. I yield to the Senator from Utah.

Mr. KING. Supplementing what has been stated by the Senator from Montana [Mr. WHEELER], may I say to the Senator that speaking for myself, and I think possibly for others, there would be serious objection to the joint resolution which the Senator from Pennsylvania offers, no matter how much sympathy there might be for it generally, if the Senator shall insist upon retaining Filipinos within the terms of the measure, for the reason just indicated by the Senator from Montana. In view of the fact that we have pending upon the calendar a bill which calls for the independence, with certain restrictions, of the Philippines, I beg that the Senator will join with those who are in favor of some legislation dealing with that question in having that bill or some other bill considered prior to the consideration of the joint resolution which the Senator is now offering.

Mr. REED. Of course, we shall have to deal with that question when we get to it.

I ought also to say that it appears, on what is apparently undisputed evidence, that there is no labor surplus whatsoever in the Hawaiian Islands. On the contrary, any man there who wants work, and is willing to work on their farms and plantations, can find a job almost instantly. It has been so strongly represented that employment in Hawaii and the Hawaiian output would be diminished by restricting immigration there that I have, after some hesitation, added a provision that the joint resolution shall not interfere with Filipino immigration into Hawaii, provided satisfactory regulations can be established by the Department of Labor to prevent the further migration of such persons into the mainland of the United States. That, I think, is the sine qua non of the continuance of that type of immigration into Hawaii.



I have mentioned these important parts of the joint resolution largely because an explanation that I attempted to make of it a week ago was misunderstood; and I thought it would be best to have it clear at this time.

The VICE PRESIDENT. The joint resolution will be referred to the Committee on Immigration.

#### HOSPITALIZATION AND PRIVILEGES OF THE SOLDIERS' HOMES

Mr. WALSH of Massachusetts submitted an amendment intended to be proposed by him to the bill (H. R. 6997) to confer to certain persons who served in the Quartermaster Corps or under the jurisdiction of the Quartermaster General during the war with Spain, the Philippine insurrection, or the China relief expedition the benefits of hospitalization and the privileges of the soldiers' homes, which was referred to the Committee on Pensions and ordered to be printed.

#### ESTATE OF NAPOLEON B. HEARN

Mr. TOWNSEND submitted the following concurrent resolution (S. Con. Res. 34), which was referred to the Committee to Audit and Control the Contingent Expenses of the Senate:

*Resolved by the Senate (the House of Representatives concurring), That there shall be paid out of the contingent funds of the Senate and House of Representatives to the Sussex Trust Co., executor under the will of Napoleon B. Hearn, late an employee of the Capitol police, a sum equal to six months of his compensation as such employee, one-half of said sum to be paid by the Senate and one-half by the House, and an additional amount, not exceeding \$250, to defray the funeral expenses of said Napoleon B. Hearn, shall be paid by the House.*

#### GRACE LOUISE GOODWIN AND MABEL HALL GOODWIN

Mr. HALE submitted the following resolution (S. Res. 336), which was referred to the Committee to Audit and Control the Contingent Expenses of the Senate:

*Resolved, That the Secretary of the Senate hereby is authorized and directed to pay out of the appropriation for miscellaneous items, contingent fund of the Senate, fiscal year 1930, to Grace Louise Goodwin, widow, and Mabel Hall Goodwin, daughter of Edward C. Goodwin, late the librarian of the Senate, a sum equal to one year's compensation at the rate he was receiving by law at the time of his death, said sum to be considered inclusive of funeral expenses and all other allowances.*

#### LOUISE C. THORNTON

Mr. HEFLIN submitted the following resolution (S. Res. 337), which was referred to the Committee to Audit and Control the Contingent Expenses of the Senate:

*Resolved, That the Secretary of the Senate hereby is authorized and directed to pay from the appropriation for miscellaneous items, contingent fund of the Senate, fiscal year 1930, to Louise C. Thornton, widow of James L. Thornton, late clerk to Senator J. THOMAS HEFLIN, a sum equal to six months' compensation at the rate he was receiving by law at the time of his death, said sum to be considered inclusive of funeral expenses and all other allowances.*

#### REAL-ESTATE TRANSACTIONS IN THE DISTRICT

Mr. BROOKHART submitted the following resolution (S. Res. 339), which was referred to the Committee to Audit and Control the Contingent Expenses of the Senate:

*Resolved, That the Committee on the District of Columbia or subcommittee thereof investigating security, mortgage, and real-estate transactions and laws under authority of Resolution No. 58, agreed to June 4, 1929, hereby is authorized to expend \$7,500 from the contingent fund of the Senate in addition to the amount heretofore authorized for said purpose.*

#### OVERCAPITALIZATION—ARTICLE BY W. R. HEARST

Mr. BROOKHART. Mr. President, I offer for the RECORD, and ask to have printed, an article entitled "Overcapitalization Cause of Depression," by William Randolph Hearst. I especially desire to offer this article in support of the resolution which I have to-day submitted providing additional funds for the committee that is investigating the overcapitalization of companies such as the F. H. Smith Co. in this city.

The VICE PRESIDENT. Is there objection?

There being no objection, the article was ordered to be printed in the RECORD, as follows:

[From the Washington Herald, October 9, 1930]

#### OVERCAPITALIZATION CAUSE OF DEPRESSION, SAYS W. R. HEARST

The basis of prosperity is the ability of the public to buy, plus, of course, the willingness of the public to buy.

In other words, prosperity is based on the purchasing power of the public. When the public buys from the stores, the stores buy from the factories, the factories buy the raw materials produced by the farms and the mines.

All these forms of activity employ labor, and the money circulates with profits to all classes.

We were in the midst of such a prosperous period. Why did it not continue?

We do not have to go to the war in China and the silver situation in India to find the reason.

There may be contributing causes in those distant regions, but the real reason is right here at home.

The cause is not lack of money here, either. We have to-day all the money we had in the country in times of prosperity.

We have, in addition, part payments to us by foreign nations, and we have, in addition again, all the money that foreign investors from Europe, South America, and elsewhere poured into the booming American stock market and left here when the stock collapse came and wiped them out.

What, then, is the cause of the collapse?

Not merely overspeculation, but overcapitalization.

The people were in a speculative mood. They would buy anything. They would absorb any issue, without regard to basic earnings and dividends.

As a consequence, all sorts of cats and dogs were unloaded on the market and sold to the public, which bit at them like hungry fish at a cotton fly or a tin spoon.

Billions of dollars were taken from hard-earned hoardings of little speculators and stored away in the vaults of the big speculators.

Not only were companies formed of amalgamated cats and dogs and sold to the public at a hundred times their value, but investment trusts were formed, and after the public appetite for cats and dogs had waned the investment trust, guided by the big speculators, to whose honor the public's money had been intrusted, absorbed the remainder of the issue of amalgamated cats and dogs which the public would not knowingly buy.

In one instance 60,000,000 shares of amalgamated cats and dogs were unloaded on the public at \$20 a share—\$1,200,000,000 worth of worthlessness handed to the public in return for good money.

But all the capitalization that tended to bring about hard times was not overcapitalization, and certainly not all of it wildcat capitalization.

The wildcat speculation could only be conducted by the great firms in whose honor the public had misplaced confidence.

Mere overcapitalization, however, was conducted by many institutions with less fame and more morality, and a certain amount of legitimate but unwarranted capitalization was practiced by almost every institution.

The marvelous improvements of modern machinery and the wonderful advances in modern methods of mass production have caused almost everything to be produced at, to use a round figure, half its former cost.

But the sales price remained the same or was even higher.

Consequently the profits of industry were greatly increased.

Who should have had the advantage of this improvement in machinery and methods, this enormous increase in products and lower cost of production?

Obviously some reasonable part of it should have gone to the management of industry and the greater part of it should have gone to the working masses.

In other words, the increased profits should have been distributed largely in higher wages and shorter working hours.

If this had been done, the shorter working hours would obviously have prevented any lack of employment, because a greater number of men would have been employed to fill out the working week.

And if wages had increased in proportion to the productivity of modern machinery and the consequent increase in the profits of industry, the purchasing power of the public would have increased and the consumption of all kinds of goods and products would have been maintained at a high level or raised to a still higher level.

But when profits in industry increased 6 per cent to 25 per cent labor got but a small and greatly grudging proportion of that increase, with practically no reduction of working hours, and all of the rest of the increased profits were transformed into increased capitalization.

If a business which was making 6 per cent had come, through the use of modern machinery and modern methods, which decreased the price of production, to make 25 per cent, the main result of that increase of profits was a fourfold issue of stock, or as large an issue of stock as would still keep the business on a 6 per cent basis.

When the business, despite the increased profits, had thus been reduced to a 6 per cent basis through a fourfold issue of stock on which the business now had to pay dividends, of course there was no money left to increase wages and shorten the hours of the employees.

In other words, there was no money left to build up the purchasing power of the masses and maintain the conditions which made for prosperity.

Excess capitalization took money away from the masses when money ought to have been given to them in the way of increased wages and shorter hours.

In fact, the supply of money in the hands of the public, which creates the purchasing power of the public, was sapped by added capitalization and overcapitalization instead of having that supply



of the public's money increased by a more liberal distribution of profits in wages.

If profits had been distributed in wages, prosperity would have been maintained and increased.

We would have had for the masses of the public not only a full dinner pail but a full pocketbook.

But when the money in the hands of the public was not increased by higher wages, but diminished by the sale to the public of inflated securities, we created what we have now—an empty pocketbook and in many cases an empty dinner pail, and in some cases a bread line.

The whole cause of the hard times is not merely overspeculation but overcapitalization and the failure to take advantage of the opportunity provided by increased profits in industry to devote the major part of those profits to higher wages, which would maintain the purchasing power of the public, and to shorter hours, which would have given full employment as well as ease to the wage and salary earning public.

WILLIAM RANDOLPH HEARST.

#### EMPLOYMENT OF LABORER

Mr. WATSON submitted the following resolution (S. Res. 340), which was referred to the Committee to Audit and Control the Contingent Expenses of the Senate:

*Resolved*, That the Secretary of the Senate is authorized and directed to employ a laborer to be paid at the rate of \$1,440 per annum out of the contingent fund of the Senate until otherwise provided by law.

#### ROADS WITHIN NATIONAL PARKS

Mr. KING submitted the following resolution (S. Res. 341), which was referred to the Committee on Agriculture and Forestry:

Whereas travel in the national parks has been and is increasing rapidly, the number of visitors to said parks for the year 1930 being approximately 4,000,000; and

Whereas the basis of distribution of Federal funds authorized by the Federal Government for highways gives an inadequate amount annually for construction of highways within the national parks and will prevent the completion of the road system in several of said parks for an indefinite period; and

Whereas new parks are being added to the national-park system that have no roads: Therefore be it

*Resolved*, That the amount authorized for construction of roads within national parks be increased from \$5,000,000 to \$7,500,000 per year.

#### LANDS WITHIN THE CHIPPEWA INDIAN RESERVATIONS

Mr. SCHALL submitted the following resolution (S. Res. 342), which was referred to the Committee on Indian Affairs:

*Resolved*, That the Secretary of the Interior be, and he hereby is, directed to advise the Senate of the total acreage of lands within the exterior boundaries of the Chippewa Indian reservations in Minnesota as the same existed on January 14, 1889, which have been surveyed and classified as swamp lands, and for which the Chippewa Indians of Minnesota have received no compensation.

#### HOUSE BILLS REFERRED

The following bills were severally read twice by their titles and referred as indicated below:

H. R. 11091. An act for the relief of Harvey H. Padgett; to the Committee on Military Affairs.

H. R. 762. An act for the relief of the legal representatives of Gallus Kerchner, deceased;

H. R. 782. An act to extend the benefits of the United States employees' compensation act to R. W. Dickerson;

H. R. 921. An act for the relief of Andrew Kline;

H. R. 922. An act for the relief of William S. Murray;

H. R. 923. An act for the relief of Louis J. Stroud;

H. R. 925. An act for the relief of George Curren;

H. R. 1109. An act for the relief of Martin J. Hayes;

H. R. 2215. An act for the relief of Fireman's Fund Insurance Co.;

H. R. 2589. An act for the relief of Josiah J. Hostetler;

H. R. 5926. An act for the relief of Lillian N. Lakin;

H. R. 6636. An act for the relief of Philip F. Hambsch;

H. R. 6659. An act for the relief of Earl F. Heist;

H. R. 8604. An act to authorize and direct the Comptroller General to settle and allow the claim of Harden F. Taylor for services rendered to the Bureau of Fisheries;

H. R. 8607. An act for the relief of Frank Bayer;

H. R. 9199. An act for the relief of John F. Williams and Anderson Tyler;

H. R. 9215. An act for the relief of Jessie Axton;

H. R. 9395. An act for the relief of Alton B. Platner;

H. R. 11121. An act for the relief of the James River Bridge Corporation; and

H. R. 11911. An act for the relief of Frank J. Spencer; to the Committee on Claims.

#### EXPORT TRADE—ADDRESS BY SENATOR PITTMAN

Mr. PITTMAN. Mr. President, a subcommittee of the Foreign Relations Committee have been investigating our commercial relations with China, particularly in relation to exports. On Monday night, November 24, I delivered a short radio address on that subject over a National Broadcasting Co. network, which I ask leave to have printed in the RECORD for the information of the Senate.

The VICE PRESIDENT. Without objection, it is so ordered.

The address is as follows:

PLANS FOR INCREASING OUR EXPORT TRADE AND DISPOSAL OF OUR SURPLUS ABROAD BY INCREASING THE PURCHASING POWER OF THE CONSUMER

President Hoover, in his able address before the American Bankers' Association at Cleveland, Ohio, on the 2d day of October of this year, in discussing the business depression in the United States and throughout the world, asserted that one of the causes for such depression was the overexpansion in production of certain commodities. Continuing the President said: "These major overexpansions have taken place largely outside of the United States. Their collapse has reduced the buying power of many countries. The prosperity of Brazil and Colombia has been temporarily affected from the situation in coffee; Chile, Peru, Mexico, and Australia from the fall in silver, zinc, and copper. The buying power of India and China, dependent upon the price of silver, has been affected."

This is undoubtedly an accurate and profound statement. The President could have properly added that Mexico, South America, and other countries, constituting at least nine-tenths of the principal governments of the world, including India and China, and containing over one-half of the population of the world, have substantially no money except silver, and that their purchasing power is affected by the reduced price of silver. These silver-using countries must exchange their silver for gold to purchase foreign products, and the reduction of the price of their silver one-half has reduced their purchasing power one-half. For this reason China is only purchasing half as much from us now as she was purchasing in 1929. The reduction in purchases from us by the other silver-using countries is due to the same cause that has affected the purchases by China.

In illustration of the accuracy of the President's statement as to the effect of the fall in the price of silver upon the purchasing power of countries that use silver as money, I call attention to the fact that statistics disclose that our exports to China, which is one of our great markets, have decreased over one-half since 1929. Similar decreases, yet not to the same extent, have occurred in our exports to South America and other countries where silver is used as money.

The President's declaration that there has been an overexpansion of production is true in the sense that for several months the people of the world have not had the money to purchase and consume such production. The consumption of most commodities was greater undoubtedly in 1929 than it is at the present time or has been at any time during 1930. It will be remembered that we heard little complaint with regard to overproduction in 1928 or 1929 or until after the purchasing power of the American people and the people of most of the world had been greatly reduced. Production is being reduced, and I may say such reduction is being encouraged, to meet the necessarily reduced consumption.

The fact is that this decrease in production, while it may be necessary by reason of lack of consumptive markets, has not brought about prosperity but has resulted in lessened profits, increased unemployment, and a temporizing with a world problem.

The world is not suffering from overproduction but from underconsumption. The problem confronting the world to-day is not one looking to the reduction of production but to the restoration of the power for consumption. Business genius and government statesmanship should be earnestly and intensely directed to the encouragement of a return to normal consumption by the removal of all obstacles which have brought about depressed consumption in the United States and throughout the world.

We have grown out of the period of national isolation. To-day the world moves as a world. The telephone wire, the cable, the airplane, vast ships, and the radio, together with all the genius that business has been able to develop in the field of world commerce, have all combined to unite the races of the world into what we know as the world market. Nations may no longer live unto themselves. The interchange of world commodities is the biggest business there is to-day. And here both statesmen and business men should remember that there are more people in the world to-day than there were before the stock-market crash in 1929. They have the same requirements now as they had in 1929. They have the same ambitions and the same longings for the luxuries of life. There are more people wanting shoes to-day than there were a year ago, and more wanting chemicals and oils and machinery and automobiles and wheat and flour and rice, and everything that is produced. There are more human beings to clothe and countless thousands more to feed.

If people were enabled to purchase what they need the production of 1929 would be an underproduction in the enlarged market.



The return of wealth and prosperity to the people of the United States, in my opinion, depends primarily upon the ability of producers to dispose of their surplus production at a profit. Such surplus production is disposed of through our exports to foreign countries. These exports have decreased at a serious rate since the latter part of 1929, and are still steadily decreasing. Not only have our exports decreased, but the necessity for disposal of such surplus production has so reduced the price that profit upon sales in many cases has ceased to exist.

So grave had become this situation even in the early part of 1930 that the Senate of the United States passed a resolution introduced by me authorizing and directing the Foreign Relations Committee of the United States Senate, or a subcommittee thereof, to investigate the conditions of our commerce with China, the cause of the decrease in our exports to that country, and to suggest such remedies as might appear advisable. The subcommittee is composed of Senators HIRAM W. JOHNSON, CLAUDE A. SWANSON, ARTHUR H. VANDENBERG, HENRIK SHIPSTEAD, and myself as chairman.

The committee since its appointment has been taking testimony of bankers, exporters, importers, shippers, and other experts, and giving careful study to the question. The evidence discloses that our exports to China so far in 1930 are on the average one-half what they were during the same period of time in 1929. The committee will report to the Senate early in January.

Exporters testified that any business now done with China must be done on a cash basis, as the uncertainty of silver exchange makes credit transactions practically impossible. Exporters of flour testified that although people in China were starving for food, their exports of foodstuffs had practically ceased. All of the witnesses agreed with the President that, "The buying power of India and China, dependent upon the price of silver, has been affected." These witnesses described the gravity of the situation more strongly than did the President.

The Assistant Secretary of Commerce, Dr. Julius Klein, who for many years directed the Department of Foreign and Domestic Commerce and who is an authority on world commerce, says that one of the reasons for the loss in our export trade with China is the low price of silver. He adds: "China can not buy as much goods from abroad for 36 cents as it could for 64 cents." The normal price of silver for the past eight years has been around 64 cents an ounce and it is now only 36 cents an ounce.

Mr. Thomas W. Lamont, an internationally known financier, recognized the seriousness of this situation when he placed among the important factors of present world depression the scarcity of gold and the depressed price of silver.

Mr. Julius H. Barnes, chairman of the board of directors of the United States Chamber of Commerce and chairman of the National Business Survey Conference, selected by President Hoover, in an article in the New York Times of November 2, emphasized the seriousness of the depressed price of silver.

"The fatal mistake was made," says Mr. Barnes, "of treating silver as a commodity, although it still represented resources and capital and credit to more than half of the population of the world. Silver, which had been a standard money of the world for 20 centuries, was in a few months to be treated in the market as a commodity, without mature consideration as to the effect on the initiative and confidence of a thousand millions of people. A price of silver, which fluctuated from \$1.45 some few years ago to 35 cents to-day and yet symbolizes the credit and resources of great people, could not but harm the business structure of the world."

The President, in his statement, was discussing overexpansion of production, but the depressed price of silver can not be explained in any discussion of "overproduction."

There has been no overproduction of silver.

The Government statistics show that the world production of silver in recent years is as follows:

	Ounces
1921.....	171, 580, 712
1922.....	209, 828, 662
1923.....	245, 275, 858
1924.....	239, 680, 209
1925.....	245, 280, 193
1926.....	253, 806, 386
1927.....	251, 396, 555
1928.....	254, 000, 000
1929.....	261, 000, 000
1930 (approximately).....	225, 000, 000

The figures speak for themselves. There has been but a slight normal annual increase in silver production and this small normal percentage of increase is noted at a time when the demands for trade and commerce were the highest throughout the world. It will also be noted that there has been a material reduction in the production of silver during each month of 1930 without resulting in any increase in the market price of this product.

The amazing uniformity of the annual production of silver throughout the world militates against any theory that an overproduction of silver could possibly have brought about the depression. There was a time when certain financiers and economists imagined that there was an unlimited amount of silver somewhere that might be mined and dumped upon the world, but the world's annual production for 30 years proves the fallacy of any such presumption.

<sup>1</sup> Based upon current monthly reports to date.

I have referred to the statement of Dr. Julius Klein, Assistant Secretary of Commerce, who, among other causes, attributes the loss in our export trade to China to "the low price of silver."

Let me explain the Assistant Secretary's statement: During the eight years, 1920 to 1929, the average price of silver was approximately 64 cents an ounce. Let us understand that the price of silver is fixed daily by certain brokers in London, and that such price is universal throughout the world.

For several months now silver has varied between 34 and 35 cents an ounce. In other words, it has dropped in 1930 to nearly half its average normal price during the preceding eight years. If silver had been too high during such preceding eight years, then such condition might have accounted for its sudden drop.

But the pre-war price of silver was 60 cents an ounce. So there was no substantial rise in the price of silver during the eight years referred to. If the price of silver had advanced during the eight years prior to 1929 as other commodities rose, then the average price of silver during such period of time would have been between 80 and 90 cents an ounce. So the fall in the price of silver can not be attributed to the high price of silver.

Was it due to overproduction of silver? It was not, because the world production of silver, as has been shown, has increased at but a slow and normal rate, and production of 1930, based upon monthly production to date, will be at least 15 per cent below that of 1929.

What, then, was the cause of the sudden, disastrous, and unnatural fall in the price of silver commencing in 1928 and reaching the low level in 1930?

Gold has been considered the rare and unchangeable metal, yet, according to the statistics of the Department of Commerce in its bulletin called Economic Paper 8, it is stated:

"In conclusion it is of interest to note that, although the value of gold to silver now stands at a ratio of about 40 to 1 and was formerly fixed in the bimetallic monetary standard at 16 to 1, the ratio of production of silver to gold in the whole period since the discovery of America has been about 14 to 1."

The world became accustomed to the amount of the annual production of silver, and it adjusted its needs to such production. The entire annual production of silver was always consumed and absorbed, and yet there was no excess demand for silver.

Whilst there has never been an overproduction of silver, there was an oversupply of silver commencing in 1928 and extending through 1929 into 1930. Where did this oversupply of silver come from?

It came from the debasement of silver coins and from the melting up of the money silver coins of India, then the circulating medium of that country and the dumping of such silver on the markets of the world in the form of silver bullion. The British Government for India decided to place India upon a gold-standard basis. There was substantially no gold in India, and Great Britain did not have sufficient gold for her own needs. India, since the dawn of history, has been consuming and absorbing about one-third of the silver production of the world. There are billions of ounces of silver hoarded in India by its 350,000,000 people in the form of jewelry and secreted in the ground. Silver is the only money that the people of India know; it is the representative of their savings for ages; it is the measure of their wealth; it is substantially their only instrumentality of trade and commerce.

And yet the British Government for India determined to destroy this silver as money and to substitute for it a paper-money supply based on a miserably inadequate reserve of gold. Great Britain did not have the gold. As I said before, she has been unable to obtain sufficient gold for her own monetary system and for her own credit. It became necessary, therefore, for the British Government for India to buy gold as the basis of its gold standard in India. It apparently had nothing with which to buy this gold except the silver money of India. It had several hundred thousand ounces of silver in the form of silver rupee coins, or silver for redemption of silver paper rupee notes. It adopted the policy of melting up this money silver and selling it upon the markets of the world as bullion for the purpose of buying gold, estimated at something like \$300,000,000, as a basis for its gold-standard money in India.

This announcement was looked upon in amazement not only by every silver-producing and every silver-using country in the world but even by the economists of gold-standard countries, who realized that the gold of the world has a greater burden of credit based upon it than is actually safe.

What induced this act is incomprehensible in view of the fact that there are approximately only \$8,000,000,000 of gold available in the world's money. Of this amount the United States has \$4,500,000,000, France has \$2,000,000,000, and Great Britain \$750,000,000, which leaves only \$750,000,000 worth of gold to supply the needs of all the other nations of the earth.

Efforts were made to induce the British Government for India to modify such policy, but such efforts failed. Since the adoption of such policy the British Government for India, from the melting up of such coins and silver, has thrown on the market of the world silver as follows:

	Ounces
1927.....	9, 200, 000
1928.....	22, 500, 000
1929.....	35, 000, 000

I am unofficially informed that silver sales in India have continued in 1930. In addition to the sale of these money coins that were in use the following governmental silver was sold, derived from the debasement of silver coins:



British coins:		Ounces
1927-----		1, 200, 000
1928-----		5, 500, 000
1929-----		10, 000, 000
Demonitized coins:		
French—		
1927-----		8, 000, 000
1928-----		19, 000, 000
1929-----		10, 000, 000
Belgian, 1928-----		13, 000, 000

So to the annual average mine production there was added in 1927, 1928, and 1929 from such unnatural sources a total of 133,400,000 ounces, or an average of 44,400,000 ounces annually.

Thus, through the dumping of India and the debasing of coins elsewhere, it was as though a great new inexhaustible silver mine had been opened overnight, throwing out on the world market an unexpected and unnatural supply of silver, amounting to more than one-sixth of the entire world production in 1928. The natural law of supply and demand, reasonably constant over a period of a century, was thrown into chaos by the silver deluge, and falling prices robbed within a year one-half of the human race of one-half of their wealth and their purchasing power.

In view of the fact that there was no excess demand for silver, is there any wonder that the price of silver was cut half in two?

But the worst is yet to come, because the British Government for India still has several hundred thousand ounces of silver money that it intends to cast upon the market of the world in the form of bullion. The market can not consume it. There is not a demand for it, and such a threat will hold down the price of silver and if carried out may absolutely destroy its value as a measure of wealth, as money, and as an instrument for the carrying on of trade and commerce.

The British Government for India by its policy has struck down the wealth of India and destroyed the purchasing power of its subjects. It has not only injured its own subjects but it has equally and in the same manner destroyed the purchasing power of China, South America, Mexico, and every silver-using country in the world. This has disastrously reduced the export trade of the United States and every other country.

The producers of silver, although a small group by comparison with all of the other groups affected, have suffered even more deeply than the producers of other commodities. Mines throughout the world have been compelled to close, adding hundreds of thousands of idle men to the horde of unemployed.

Canada, a member of the British Empire, one of the largest producers of silver in the world and possibly destined to be the largest, has suffered severely in this particular. The disastrous effects of the economic policy forced upon India are understood in England. They are admitted by Premier MacDonald, of Great Britain. The question is, What is the remedy?

In the first place, the British Government for India should immediately announce its intention to abandon such policy, to be followed immediately thereafter by actual abandonment.

In the second place, there should be an agreement that governments will abandon the policy and practice of selling government silver, whether obtained from the debasement of coins or held for money purposes.

In the third place, an attempt should be made to arrive at an agreement between the governments of the world as to the stabilization and use of silver for monetary purposes.

The abandonment of the policy of the British Government in India will immediately permit silver to go back to its normal price of around 60 cents an ounce. The ultimate stabilization of silver will undoubtedly be above the price of 60 cents an ounce.

When the dumping of silver has ceased, the United States, Great Britain, France, Japan, and other countries enjoying great commercial benefits in China may lend to the National Government of China financial and expert aid for the pacification of China and the revivification of that great country. All China needs is friendly cooperation and financial aid.

If a silver fund could be provided by interested governments for use in China, to be advanced as and when needed for purposes to be approved by a commission of the powers participating in such advance, then, according to all of the evidence, war in China would cease and the soldiers who are working in armies for food would engage in peaceful occupations for the National Government.

If such result were consummated, we are advised by witnesses who should know that the commerce of China would increase tenfold in a few years. This is not surprising when we realize that China has about one-fourth of the population of the world and a rich territory approximately as large as the United States and Mexico combined. It is possessed of a peaceful, industrious, and friendly people. It is the next-door neighbor of the United States across the Pacific, and to-day we are connected in our commerce by a great Pacific fleet.

The United States Government has in its Treasury between 400,000,000 and 500,000,000 standard silver dollars that constitute a dead, frozen asset, earning no interest whatever. This silver has in the past been used to meet world emergencies, and it can, under proper conditions and inducements, probably be used again as part of a fund for the revivification of China. Such a concerted act, through increasing the purchasing power of China, would not only benefit our own commerce but would benefit the commerce of Great Britain, France, Japan, and other countries.

It is unreasonable to expect the United States to take on this great burden unless Great Britain, France, Belgium, Japan, and

other interested countries are willing to cooperate, at least to the extent of desisting from those acts that have almost annihilated the purchasing power of silver, and which, if persisted in, may absolutely destroy it as a basis of credit and an instrument of trade. The major problem, however, is the elimination of the causes that are unnaturally depressing the price of silver, the stabilization of the money of the world, and the restoration of the normal purchasing power of every country.

#### LAKE OKEECHOBEE AND CALOOSAHATCHEE RIVER, FLA.

Mr. FLETCHER. I present and ask to have printed as a public document a report on the Lake Okeechobee and Caloosahatchee River in Florida with special reference to navigation and flood control. It is a report to the United States district engineer by the consulting engineers. I also ask that the maps accompanying the report may be printed.

Mr. McNARY. Mr. President, may I ask what is the request of the Senator? I could not hear it.

Mr. FLETCHER. I ask that this report to the United States district engineer with respect to the Lake Okeechobee and Caloosahatchee drainage areas may be printed as a document. It will be very helpful in undertaking work on the project there.

Mr. SMOOT. Mr. President, who authorized the investigation?

Mr. FLETCHER. It is a report by Hills, Youngberg & Luce, consulting engineers, to the United States district engineer having charge of the investigation there, including surveys. It has been prepared under the auspices of the Okeechobee Flood Control District of Florida. It has to do with the appropriation of \$9,000,000 for navigation and flood control in the Lake Okeechobee area. The report of the engineers on that subject will be very helpful in carrying on that work.

Mr. SMOOT. A report to whom?

Mr. FLETCHER. To the United States district engineer by the engineers of the drainage district, Hills, Youngberg & Luce.

Mr. SMOOT. To whom was the report made?

Mr. FLETCHER. It was made to the United States district engineer, to be used by him, and it is important that the data should be made public. The printing will not cost very much and it will be very helpful to the whole enterprise.

Mr. SMOOT. In past years such reports have always been printed as documents by the department itself, and the Congress makes appropriation for such purpose.

Mr. FLETCHER. At the last session I was not here for a considerable part of the time and was unable to have the report printed, or it probably would have been printed then. It is important now in carrying forward the work. They are just beginning to get the appropriation; the work has been authorized and has been begun and these data will be needed in connection with it.

Mr. SMOOT. Mr. President, I do not want this to be cited as a precedent. I think the department itself ought to print such reports, and I do not see why they should ask the Congress of the United States to do it. The departments have appropriations for that very purpose.

Mr. FLETCHER. This report was prepared under the direction of the Okeechobee Flood Control District of Florida. It has to do with the actual figures in connection with this work.

Mr. McNARY. Mr. President, a parliamentary inquiry.

The VICE PRESIDENT. The Senator will state it.

Mr. McNARY. I shall have to insist on the regular order if there is going to be any objection to this request.

Mr. FLETCHER. I make the request, Mr. President.

The VICE PRESIDENT. Is there objection?

Mr. SMOOT. I should like to have the matter go over until to-morrow, and meantime I will telephone the department about it. I think the department ought to provide for the printing of the report.

Mr. FLETCHER. The department has nothing to do with it. It is merely a report of engineers in Florida.

Mr. SMOOT. I will ask that the matter go over until to-morrow, and meantime I will ascertain about it.

Mr. FLETCHER. Very well.



## INCREASE OF FEDERAL APPROPRIATIONS FOR HIGHWAY CONSTRUCTION

Mr. BROOKHART. Mr. President, in reference to the bill I have introduced proposing to increase Federal aid to highways, I desire to present a few facts and figures to the Senate.

The VICE PRESIDENT. Is there objection? The Chair hears none, and the Senator will proceed.

Mr. BROOKHART. I find in the report of the Bureau of Public Roads that in 1929 the States expended a total sum of \$910,485,291 upon the State highways. Of this sum the Federal Government contributed in aid only \$77,572,691. The original policy of Federal aid to highways was that the Federal Government should match the State expenditures. So, we see from this statement that the State expenditures have now far exceeded the Federal expenditures. The situation demands, therefore, in justice, a great increase of the Federal expenditures.

In addition to this expenditure for primary roads, I find that the States expended the whole sum of \$807,714,604 for local roads, for which they received no Federal aid at all. In reference to primary roads, all such roads are both State roads and interstate roads; they are post roads and they are military roads, all of which come under the supervision of

the National Government; yet the National Government is contributing only a small percentage toward their construction. Even the local roads, on which the States have expended \$807,714,604, are post roads, but they are now receiving no aid at all from the Federal Government.

I wish also to call attention in the RECORD to the figures for my State, which are typical of nearly all the States. The argument which these figures make in the case of Iowa is equally applicable to nearly every other State in the Union, not excepting more than 8 or 10, at any rate.

I find that in 1929 Iowa expended \$36,083,878 for primary State highways, and in that same year Iowa received in Federal aid only \$2,537,341—only two and one-half million out of thirty-six million of expenditures; and, as I say, a similar proportion will be found in the case of nearly all the States.

In addition to that, I find that upon local roads Iowa spent \$26,132,563 more and received no Federal aid whatever in the construction of those roads.

Mr. President, I ask unanimous consent that these tables from which I am quoting may be printed at this point in my remarks.

There being no objection, the tables were ordered to be printed in the RECORD, as follows:

State highway income and fund available during 1929 for State highway and bridge work under supervision of State highway departments  
(Compiled from reports of State authorities)

State	Fiscal year ends—	Total fund available for use on State highways	Balance at beginning of fiscal year	Total income for State highways during fiscal year	State tax levied for State highways	Appropriation by State for State highways	Motor-vehicle fees, etc., allotted to State highways	Gasoline-tax receipts, etc., allotted to State highways	Miscellaneous income for State highways	State bonds and notes issued for State highways	Federal-aid post-roads fund allotments used	Fund transfers from local authorities for State highways
Alabama	June 30	\$21,699,043	\$912,521	\$20,786,522			\$2,923,785	\$3,514,666	\$249,204	\$12,299,529	\$1,274,217	\$525,121
Arizona	do.	5,379,720	714,437	4,665,283	\$1,022,604	\$75,000	701,075	1,399,776	62,511		1,309,267	95,000
Arkansas	Dec. 31	44,942,679	4,003,134	40,939,545			4,212,561	6,681,029		28,813,921	1,232,034	
California <sup>1</sup>	June 30	43,627,914	10,270,528	33,357,386		<sup>2</sup> 4,678,963	4,677,535	20,259,509			3,443,574	297,505
Colorado	Dec. 31	9,311,743	1,518,888	7,792,855	1,006,924		959,107	3,908,622	38,767		1,879,435	
Connecticut	do.	14,704,796	1,159,649	13,545,147		21,486	8,228,159	3,919,607	181,387		164,401	1,030,107
Delaware	do.	5,629,416	234,603	5,394,813		<sup>4</sup> 1,851,750	1,646,614	903,652	33,313	480,105	513,038	66,341
Florida	do.	11,924,107	343,498	11,580,609			3,462,722	5,855,385	38,006		520,767	1,703,129
Georgia <sup>1</sup>	June 30	7,757,592	440,871	7,316,721			4,027,329	2,557,000	6,448		390,225	335,718
Idaho	Dec. 31	3,824,480	34,550	3,789,930	306,554		196,704	2,201,248	21,626		477,612	586,186
Illinois	do.	46,391,847	3,863,186	42,528,661		374,021	17,035,596	1,616,185	393,637	19,627,156	3,482,066	
Indiana	Sept. 30	21,430,028	1,944,432	19,485,596			5,920,100	9,973,723	478,050		2,368,773	714,950
Iowa	Nov. 30	43,365,272	6,292,410	37,072,862			10,954,726	5,102,318	54	<sup>5</sup> 18,403,973	2,537,341	74,450
Kansas	Dec. 31	19,063,165	3,303,715	15,759,450			4,314,150	7,979,161	159,745		2,706,701	599,693
Kentucky <sup>1</sup>	Mar. 31	19,115,725	1,123,854	17,991,871	933,350		4,800,289	7,776,360	158,455		1,829,896	2,433,521
Louisiana	Dec. 31	24,620,876	1,596,903	23,023,973			4,524,557	6,449,143	980,163	<sup>10</sup> 17,175,178	703,409	191,523
Maine	do.	15,026,449	1,314,142	13,712,307	1,033,686	456,323	3,039,504	2,958,610	762,809		1,170,299	1,893,607
Maryland	Sept. 30	17,662,464	1,877,610	15,784,854		<sup>13</sup> 3,313,716	2,459,611	4,756,796	102,901	4,160,479	509,350	482,001
Massachusetts	Nov. 30	25,132,812	4,219,388	20,913,424	1,793,487		7,259,355	7,417,078	114,685		913,621	3,415,198
Michigan	June 30	51,517,432	4,376,628	47,140,804			21,621,527	19,828,326	1,629,491		3,068,069	993,391
Minnesota	Dec. 31	35,033,414	11,252,148	23,781,266	1,954,300		10,774,671	8,476,159	833,958		1,742,178	
Mississippi	Jan. 31	5,543,525	969,461	4,574,064			375,239	2,746,102	64,645		759,595	628,493
Missouri	Dec. 31	34,147,114	4,358,501	29,788,613	116,405		9,731,712	8,327,198	405,282	7,525,312	3,632,704	
Montana	June 30	4,645,595	219,090	4,426,505				2,228,096	25,550		1,940,778	232,381
Nebraska	Dec. 31	9,337,294	415,922	8,921,372		106,250	1,460,189	5,565,166			1,658,348	131,419
Nevada	Nov. 30	2,897,473	24,019	2,873,454	103,720	8,304	296,530	554,907	349,081	50,000	1,098,609	412,303
New Hampshire <sup>1</sup>	Dec. 31	9,822,525	1,334,587	8,487,938			2,026,773	<sup>10</sup> 1,664,279	258,742	1,770,000	520,933	2,247,211
New Jersey	do.	50,749,941	7,181,429	43,568,512	2,264,017	<sup>4</sup> 6,888,750	13,496,581	9,886,064	109,296	10,000,000	598,513	325,291
New Mexico	do.	7,778,185	994,969	6,783,216	434,276		450,725	2,255,972		2,312,735	1,157,474	172,034
New York	do.	145,328,276	75,237,669	70,090,607		32,429,071	20,550,000		84,036		3,629,879	13,397,621
North Carolina	June 30	33,463,034	13,991,984	19,471,050			6,991,878	10,334,359	212,097		1,716,919	215,797
North Dakota	Dec. 31	4,487,604	223,318	4,264,286		376,373	808,207	1,410,000	168,268		1,501,438	
Ohio	do.	39,257,131	2,456,115	36,801,016		185,565	6,502,438	20,495,637			3,013,219	6,604,157
Oklahoma	June 30	13,977,565	1,154,915	12,822,650			3,125,000	5,210,000	28,308		1,614,337	2,845,005
Oregon	Dec. 31	12,593,034	769,269	11,823,765			5,548,253	5,036,055	84,135		624,415	532,907
Pennsylvania	do.	89,551,214	20,537,326	69,013,888		2,890,749	30,494,081	26,933,813	694,007		3,534,139	4,467,099
Rhode Island	Nov. 30	6,985,184	3,176,279	3,808,905		122,780	2,149,848	1,501,090			35,187	
South Carolina	Dec. 31	24,512,134	6,613,458	17,898,676			2,600,382	4,741,307	547,124		1,128,442	
South Dakota	do.	6,227,976	607,830	5,620,146		707,500	1,646,981	2,585,894	32,126		1,147,645	8,888,421
Tennessee	June 30	52,514,624	5,666,194	46,848,430			4,172,418	4,250,635	290,701	<sup>12</sup> 28,404,445	2,245,875	7,484,356
Texas	Aug. 31	44,678,707	10,580,121	34,098,586			11,846,639	11,208,098	314,383		4,288,873	6,440,593
Utah	Dec. 31	4,968,157	724,464	4,243,693		<sup>14</sup> 773,900	144,261	1,308,000	370,605		978,880	669,047
Vermont	June 30	13,588,885	4,340,810	9,248,075	374,075	3,387,500		297,767	303,496	2,559,000	2,040,936	285,301
Virginia	do.	17,970,843	1,952,366	16,018,477		1,657,625	4,656,945	6,795,974	556,247		1,297,654	54,032
Washington	Dec. 31	15,701,706		15,701,706			8,592,434	5,731,676			1,329,062	48,534
West Virginia	do.	25,102,355	2,444,458	22,657,897			4,916,410	5,031,318		12,250,000	460,169	
Wisconsin	June 30	28,187,165	6,237,348	21,949,817			10,095,333	6,597,190	162,364		2,438,786	2,636,144
Wyoming	Dec. 31	3,593,506	458,941	3,134,565	87,951		683,800	1,027,466	<sup>13</sup> 420,205		895,303	19,835
Total		1,194,775,026	232,967,988	961,807,038	11,431,349	60,305,631	278,092,734	287,253,416	11,726,508	161,229,297	77,572,691	74,190,412

<sup>1</sup> Includes note proceeds, \$5,554,944.

<sup>2</sup> For fiscal year ending June 30 instead of Dec. 31, as in former years.

<sup>3</sup> From special taxes for State treasurer to pay bond interest and retirements.

<sup>4</sup> For bond retirements by State treasurer.

<sup>5</sup> For 6-month period Jan. 1 to June 30; fiscal year changed from Dec. 31 to June 30.

<sup>6</sup> Primary road bonds issued by counties, assumed by State.

<sup>7</sup> For fiscal year ending Mar. 31, 1930.

<sup>8</sup> Omits \$5,000,000, proceeds of bonds, sold Dec. 15, 1929.

<sup>9</sup> Includes income of \$2,395,213 for flood relief account road work.

<sup>10</sup> Excludes extra gas tax proceeds of \$601,207 for flood relief.

<sup>11</sup> Only \$7,500,000 of State highway bonds, remainder notes.

<sup>12</sup> For interest and sinking fund on bonds paid by treasurer.

<sup>13</sup> Includes \$378,704.57 oil royalties paid by United States Government.

The large increase in "Appropriation by State" is due to the inclusion, as noted, of appropriations from State treasury for State highway bond payments by treasurer, not formerly included.



State highway disbursements during 1929 for State highway and bridge work under supervision of State highway departments including principal payments on bonds and notes, transfers to local authorities, and other disbursements

[Compiled from reports of State authorities]

State	Fiscal year ends	Grand total disbursements for and relative to State highways	Expenditure for State highway purposes						Other disbursements by State highway department			Unexpended balance at the end of fiscal year
			Total expenditure for State highways	Construction and right of way <sup>1</sup>	Maintenance <sup>2</sup>	Miscellaneous expenses	Equipment and machinery	Interest on bonds and notes outstanding	Principal payment on bonds and notes	Transfers to county or town for local roads	Other obligations assumed <sup>3</sup>	
Alabama	Sept. 30	\$19,317,352	\$18,271,180	\$14,694,186	\$1,245,185		\$557,733	\$1,774,076	\$932,521		\$113,651	\$2,381,691
Arizona	June 30	4,872,849	4,385,501	3,119,050	1,116,500		149,951				487,343	506,871
Arkansas	Dec. 31	40,971,429	25,487,511	20,641,551	2,661,157		290,702	1,837,500	5,500,000	\$1,800,000	8,183,918	3,971,250
California <sup>4</sup>	June 30	30,352,468	28,577,468	20,184,224	5,174,455		314,826	2,903,963	1,775,000			13,275,446
Colorado	Dec. 31	7,142,190	6,351,665	3,882,742	1,429,606		435,116	592,430				2,169,553
Connecticut	do	13,597,827	12,751,248	9,150,626	2,460,783		753,726				846,579	1,106,969
Delaware	do	5,207,740	2,735,010	1,853,512	196,174		220,154	455,170	2,100,000			421,676
Florida	do	10,967,163	10,702,163	9,095,091	1,453,684		121,973				265,000	956,944
Georgia <sup>5</sup>	June 30	7,038,986	7,038,986	5,889,052	753,188		11,439	47,643				718,606
Idaho	Dec. 31	3,365,038	2,979,839	1,665,549	944,073		7,011	152,291	71,500		313,699	459,442
Illinois	do	39,727,610	37,708,842	28,931,114	2,619,398		248,762	5,428,636	2,001,000		17,768	6,664,237
Indiana	Sept. 30	20,677,796	20,677,796	16,194,503	3,626,855		856,433					752,232
Iowa	Nov. 30	36,083,878	34,772,545	28,331,477	4,621,702			1,819,366	711,500	599,833		7,281,394
Kansas	Dec. 31	17,011,934	14,052,713	10,053,975	3,745,634		243,104			2,444,839	514,382	2,051,251
Kentucky <sup>10</sup>	Mar. 31	15,129,695	15,109,839	11,038,160	2,986,021		239,696				19,856	3,980,030
Louisiana	Dec. 31	17,143,101	16,997,096	11,419,437	3,755,644		1,197,633	368,400	38,000		108,095	7,477,775
Maine	do	14,003,653	12,040,785	8,213,852	2,261,555		372,203	589,430	531,000		1,433,888	1,020,796
Maryland	Sept. 30	13,617,491	10,979,790	6,979,051	2,575,050		251,100	751,716	2,562,000		75,701	4,044,973
Massachusetts	Nov. 30	20,179,528	18,846,158	9,885,870	3,469,941		127,696	11,362,651	11,760,143	3,415,198	2,108,029	4,953,284
Michigan	June 30	48,665,945	34,512,335	24,376,910	7,494,065		60,751	2,248,638	11,834,655	11,413,272	956,682	2,851,487
Minnesota	Dec. 31	23,368,174	19,740,618	12,165,598	5,152,193		842,828	1,579,999	2,221,778	1,403,778		11,667,240
Mississippi	Jan. 31	4,753,818	4,682,676	2,268,941	2,230,113		11,371	172,251			71,142	789,707
Missouri	Dec. 31	28,320,650	27,320,650	20,545,343	4,707,807			2,037,500	1,000,000			5,826,464
Montana	June 30	4,487,815	4,481,815	3,859,888	544,831		4,999	1,609			6,000	158,080
Nebraska	Dec. 31	8,467,282	8,389,619	5,227,002	3,156,621		5,996				77,663	870,012
Nevada	Nov. 30	2,796,895	2,646,895	1,686,145	443,934		50,002	23,972	150,000			100,578
New Hampshire <sup>14</sup>	Dec. 31	7,713,241	7,621,385	4,138,743	2,872,779		528,908				91,855	2,109,284
New Jersey	do	41,390,507	32,936,624	27,490,046	2,100,272		335	3,338,750	3,500,000	4,929,883		9,353,434
New Mexico	do	6,674,816	6,369,816	4,350,606	1,350,774		123,976	215,215	305,000			1,103,399
New York	do	69,694,099	62,028,618	47,851,719	9,552,143		51,756	4,568,000	1,892,488	5,747,990		75,664,180
North Carolina	June 30	24,901,984	20,682,110	10,767,689	4,561,728		493,073	4,859,620	2,000,000	2,219,874		8,561,050
North Dakota	Dec. 31	4,129,072	4,129,072	2,914,958	899,484		145,023					358,532
Ohio	do	30,281,207	30,281,207	16,403,891	13,877,316							8,975,924
Oklahoma	June 30	11,969,135	11,766,255	8,111,120	3,506,427		133,362	1,503,578	1,825,000		202,880	2,008,430
Oregon	Dec. 31	11,327,834	9,502,834	4,177,307	3,632,653		189,296	4,094,970	2,900,556	1,774,105	3,854,698	29,117,410
Pennsylvania	do	60,433,804	51,904,445	22,572,564	20,754,945		711,029	256,552	162,780	45,338	254,656	1,572,908
Rhode Island	Nov. 30	5,412,276	4,949,502	2,797,673	1,549,447		100,436				212,526	5,931,045
South Carolina	Dec. 31	18,581,089	15,372,739	12,794,635	1,932,655		9,287	207,500	500,000		607,479	60,010
South Dakota	do	6,107,966	5,060,487	2,964,529	1,871,204		13,036					22,773,625
Tennessee	June 30	29,740,999	27,740,999	19,671,416	5,344,684		136,178	2,283,228	305,493	2,000,000		10,148,823
Texas	Aug. 31	34,529,884	33,680,701	21,384,574	11,671,289		624,838				849,183	424,526
Utah	Dec. 31	4,544,631	4,106,131	2,351,559	1,007,267		61,601	335,400	438,500			1,072,601
Vermont <sup>15</sup>	June 30	12,516,284	12,516,284	10,638,767	1,415,953		274,064	187,500			259,693	3,757,332
Virginia	do	14,213,511	13,953,848	10,223,311	3,414,847			315,690				5,918,226
Washington	Dec. 31	15,701,706	12,734,216	9,763,936	2,810,098		180,212	2,496,573	3,106,667	2,967,490	205,045	7,177,443
West Virginia	do	19,184,129	15,872,417	10,439,161	2,848,117		65,392					470,415
Wisconsin	June 30	21,009,722	16,283,862	12,407,084	3,791,910		84,838					
Wyoming	Dec. 31	3,123,091	3,107,137	1,822,395	1,131,150			94,700				
Total		910,485,291	799,876,344	557,400,625	173,060,321	5,524,358	18,056,509	45,834,531	42,384,378	45,791,374	22,433,195	284,289,735

<sup>1</sup> Includes pro rata share of administration, engineering, materials, and supplies.

<sup>2</sup> This column (not shown in previous years) includes expenses of administration of motor vehicle and of gasoline-tax laws if under the State highway department, also other payments, such as interest on local road bonds assumed by the State highway department, etc.

<sup>3</sup> Retirement of 6-month notes.

<sup>4</sup> Includes \$8,094,720 interest on road-improvement district bonds.

<sup>5</sup> For fiscal year ending June 30 instead of Dec. 31 as formerly.

<sup>6</sup> State bond payments made by State treasurer.

<sup>7</sup> Includes \$372,730 interest on county bonds.

<sup>8</sup> Only \$248,250 of retirement paid by State highway department, remainder paid from State general fund.

<sup>9</sup> County bond obligations assumed by State, as funds used on State primary roads.

<sup>10</sup> For fiscal year ending Mar. 31, 1930.

<sup>11</sup> Increase over former years due to new obligations assigned to State highway department by gasoline tax law.

<sup>12</sup> Sinking fund payment.

<sup>13</sup> On county bonds for State trunk highways, assumed by State.

<sup>14</sup> Excludes expenditures of \$2,461,990 in flood-relief account.

<sup>15</sup> Approximate payment on sinking funds.

<sup>16</sup> Includes payments on short-term debentures.

<sup>17</sup> Includes sinking-fund accrual of \$1,292,488.

<sup>18</sup> Retirements of \$500,000 paid from separate State fund.

<sup>19</sup> Flood-repair work amounting to \$7,765,097 included in construction.

<sup>20</sup> Consists of payments on county bonds.

Local roads—Disbursements, 1929, for county, township, and district road and bridge work by local authorities, including principal payments on bonds and notes, and transfers to State

[Compiled (in some cases estimated) from records of local authorities]

State	Grand total disbursement by local road authorities	Expenditures for local road purposes					Other disbursements by local authorities		Unexpended balances at the end of fiscal year
		Total expenditures for local roads	Construction	Maintenance	Miscellaneous expenses <sup>1</sup>	Interest on bonds and notes outstanding	Principal payments on bonds and notes	Transfers to State for work on State roads	
Alabama	\$12,701,320	\$9,738,537	\$2,645,347	\$5,733,518	\$107,395	\$1,252,277	\$2,249,860	\$712,923	\$842,210
Arizona	2,349,538	1,995,793	266,235	1,217,810	218,819	292,929	337,035	16,710	177,217
Arkansas	8,855,000	6,455,000	1,800,000	2,700,000	55,000	2,100,000	2,400,000		347,000
California	32,615,927	29,676,722	9,213,945	13,068,441	4,814,238	2,580,098	2,819,439	119,766	14,901,850
Colorado	5,634,455	5,435,906	1,109,805	3,802,699	513,559	9,843	151,546	47,003	329,321
Connecticut	3,349,324	3,349,324	701,500	2,647,824					3,883
Delaware	1,922,301	1,675,146	709,737	404,292	121,627	439,490	247,155		403,171
Florida	18,917,800	14,817,713	2,123,648	5,039,227	1,179,340	6,475,498	2,134,530	1,965,557	10,149,766
Georgia	12,157,432	10,090,773	1,552,418	6,967,532	70,551	1,806,272	1,017,305	1,043,354	1,021,795

<sup>1</sup> Includes administration and engineering, except when same is allocated to construction and maintenance.

<sup>2</sup> Includes \$159,837 spent on Atlanta streets by county.



Local roads—Disbursements, 1929, for county, township, and district road and bridge work by local authorities, including principal payments on bonds and notes, and transfers to State—Continued

State	Grand total disbursement by local road authorities	Expenditures for local road purposes					Other disbursements by local authorities		Unexpended balances at the end of fiscal year
		Total expenditures for local roads	Construction	Maintenance	Miscellaneous expenses	Interest on bonds and notes outstanding	Principal payments on bonds and notes	Transfers to State for work on State roads	
Idaho	\$6,569,344	\$4,842,775	\$1,582,411	\$1,486,111	\$803,356	\$970,897	\$1,726,569		\$2,243,992
Illinois	30,311,000	28,384,484	8,900,000	17,600,000	847,000	<sup>1</sup> 1,037,484	<sup>1</sup> 1,926,516		—168,000
Indiana	40,219,406	27,608,308	10,883,824	12,138,129	758,835	3,827,520	11,896,148	\$714,950	10,256,208
Iowa	26,132,563	24,775,603	8,945,031	13,799,227	1,131,345	900,000	1,356,960		1,682,186
Kansas	24,070,200	20,185,200	9,350,000	6,895,300	3,036,900	903,000	1,285,000	2,600,000	3,500,000
Kentucky	10,125,000	6,125,000	1,075,000	3,500,000	650,000	<sup>2</sup> 900,000	<sup>2</sup> 1,000,000	3,000,000	215,968
Louisiana	11,972,000	9,000,000	2,750,000	3,120,000	460,000	2,670,000	2,780,000	192,000	3,038,000
Maine	2,800,000	2,740,000	350,000	2,230,000	100,000	60,000	60,000		—33,836
Maryland	5,364,334	4,060,629	1,223,197	2,200,256	156,130	481,046	358,388	945,317	—57,300
Massachusetts	14,464,070	12,735,000	5,750,000	6,350,000	515,000	120,000	600,000	1,129,070	166,588
Michigan	48,957,080	41,397,896	21,523,037	15,637,574	2,537,285	<sup>1</sup> 1,700,000	<sup>1</sup> 7,559,184		12,069,975
Minnesota	25,193,202	23,506,557	15,390,000	5,000,057	2,320,000	796,500	1,165,000	521,645	1,200,918
Mississippi	22,688,597	18,560,381	5,280,177	10,420,262	151,321	2,708,621	2,342,506	1,785,710	8,958,676
Missouri	16,304,000	14,454,000	7,150,000	4,735,000	1,950,000	619,000	1,850,000		1,300,000
Montana	5,325,000	4,550,000	1,300,000	2,450,000	300,000	500,000	725,000	50,000	325,000
Nebraska	11,147,875	10,933,356	5,765,000	4,315,000	651,351	221,975	63,100	131,419	1,360,000
Nevada	945,324	635,048	189,024	328,318	71,414	46,292	102,100	208,176	563,975
New Hampshire	4,390,992	2,133,781	248,984	1,557,699	327,098			2,247,211	393,836
New Jersey	23,934,692	19,387,180	9,218,359	6,738,594	626,807	2,803,420	4,567,512		41,278
New Mexico	539,136	475,789	48,908	405,284	21,597			83,347	4,595,737
New York	45,000,000	45,000,000	22,457,752	12,565,256	6,753,708	3,223,284	7,306,130	215,797	2,257,867
North Carolina	24,380,907	16,858,980	4,636,250	5,317,100	1,448,130	5,457,500	200,000		1,785,018
North Dakota	5,142,250	4,942,250	3,898,000	790,000	239,500	14,750	19,100,000	10,157,644	9,718,231
Ohio	69,562,297	40,304,653	17,078,828	14,197,465	3,078,654	5,949,706	1,200,000	2,031,000	1,862,000
Oklahoma	15,981,000	12,750,000	3,200,000	7,900,000	600,000	1,050,000	1,250,000		915,000
Oregon	13,080,000	11,830,000	7,500,000	2,900,000	430,000	1,000,000	1,200,000	9,471,000	18,400,175
Pennsylvania	63,382,125	44,253,545	19,666,455	12,195,200	6,620,230	5,771,660	9,657,580	92,342	15,034
Rhode Island	1,022,200	929,858	289,330	540,873	55,555	44,100	92,342	6,609,227	5,037,818
South Carolina	19,916,181	9,051,919	1,983,133	3,121,921	104,119	3,842,746	4,255,035		—669,026
South Dakota	7,843,068	7,843,068	4,773,006	2,583,504	479,433	7,125		2,255,946	2,882,948
Tennessee	13,140,619	10,443,007	2,761,791	4,267,894	170,797	3,242,525	6,000,000	4,289,000	10,862,000
Texas	33,289,000	23,000,000	6,200,000	9,800,000	500,000	6,500,000			588,762
Utah	1,321,419	1,237,419	384,680	681,704	104,993	66,042	84,000	200,000	3,798,890
Vermont	1,051,840	844,840	390,000	450,000		4,840	7,000		1,480,000
Virginia	8,974,690	8,225,280	2,100,910	4,850,130	9,110	1,265,130	749,410		3,038,140
Washington	9,750,000	8,975,000	4,100,000	3,700,000	425,000	750,000	1,400,000		4,055,256
West Virginia	13,563,670	12,163,670	6,146,340	3,834,160	13,170	2,170,000	30,000		—53,559
Wisconsin	30,233,328	25,324,153	11,926,620	7,697,369	3,845,164	1,955,000			
Wyoming	1,098,098	1,063,098	243,129	697,071	82,898	40,500			
Total	807,714,604	644,792,641	256,581,811	260,477,801	49,455,959	78,277,070	106,032,780	56,889,183	145,814,988

<sup>1</sup> Bond payments reported in one amount are approximately allocated here.

Mr. BROOKHART. The President in his message has recommended an increase of Federal aid to roads. I hope that increase may be up to the amount that the Federal Government should justly contribute. We increased it \$50,000,000 only last year, and that is only a little bite in the biscuit; it is only a small proportion of what the Government should contribute to this great road enterprise. Then, of course, at this time there is the special reason given by everybody for increasing construction of every kind in the interest of relieving unemployment.

Therefore, Mr. President, I hope we can have a speedy consideration and report of this bill. In the bill I have proposed I did not quite match the State expenditures. I took out the gasoline tax. On further consideration, I think that should not be done. The chairman of the Agricultural Committee has called my attention to that situation. I reasoned that the gasoline taxes were paid by the interstate travelers as well as the State travelers. Afterwards I realized that the State travelers in every State go out into the other States and there pay gasoline taxes, too; and that balances up the gasoline-tax proposition and leaves the gasoline tax as a State tax, the same as all the other taxes in this great expenditure of the States.

I hope each Senator will study the tables I have presented and note the facts in reference to his own State. This will bring the situation home and show clearly that the Federal Government is grossly delinquent in its aid of road construction.

#### PROPOSED SPECIAL COMMITTEE ON RELIEF LEGISLATION

Mr. THOMAS of Oklahoma. Mr. President, I desire to introduce a Senate resolution; and I ask unanimous consent to make a statement prior to its introduction.

The VICE PRESIDENT. Is there objection? The Chair hears none.

Mr. THOMAS of Oklahoma. Mr. President, we have just heard read a message from the President of the United

States. This message embraces some 12 pages. Six of those pages are devoted to what we might term depression and relief therefor. The President in these six pages, which embrace one-half of the message, seeks to define, first, the cause of the present depression, and in the following language:

Other deep-seated causes have been in action, however, chiefly the world-wide overproduction beyond even the demand of prosperous times for such important basic commodities as wheat, rubber, coffee, sugar, copper, silver, zinc, to some extent cotton, and other raw materials.

I construe that to mean that the reason assigned for our present condition is an overproduction of these mentioned commodities.

It is a parody on modern civilization that industry has bulging storehouses of surplus goods; agriculture has granaries, elevators, and warehouses of surplus food; and millions of wage earners are walking the streets and highways in search of work, and, at the same time, other millions of our citizens are naked, homeless, and hungry.

Will Rogers has just interpreted the situation in the following language:

Too much wheat, too much corn, too much cotton, too much beef, too much production of everything! So we are going through a unique experience. We are the first nation to starve to death in a storehouse that is overfilled with everything we want.

The President, in the first part of his message, proposes a remedy for the existing condition. He uses the following language:

Economic depression can not be cured by legislative action or executive pronouncement. Economic wounds must be healed by the action of the cells of the economic body—the producers and consumers themselves.

I interpret that statement to mean that when we get to the point where producers will produce exactly what the consumers consume such periods of depression will not happen again.



In the latter portion of the first part of the message we find the relief suggested by the President in the following language:

I feel warranted in asking the Congress for an appropriation of from \$100,000,000 to \$150,000,000 to provide such further employment in this emergency.

I recommend that this appropriation be made distributable to the different departments upon recommendation of a committee of the Cabinet and approval by the President.

Mr. President, the message does not give us a very definite conception of the extent of the present period of depression. It does not give us very much information as to the amount or extent of the unemployment, although on page 4 we find the following language:

The number of those wholly out of employment seeking for work was accurately determined by the census of last April as about 2,500,000. The Department of Labor index of employment in the larger trades shows some decrease in employment since that time. The problem from a relief point of view is somewhat less than the published estimates of the number of unemployed would indicate.

Mr. President, I have made some effort to find out about how many of our fellow citizens are at this time unemployed. The Department of Labor has no figures to suggest, and I was forced to go to a little publication entitled "Business Conditions Weekly." This publication is gotten out by the Alexander Hamilton Institute. The issue I have is of date November 29, 1930. It is published in New York City. From that publication I desire to read one paragraph, as follows:

Nobody knows exactly the total number of persons out of work at the present time. Among factory and railroad workers alone there are over 2,000,000 unemployed, and factory and railroad labor represents less than a quarter of the 48,000,000 persons gainfully employed in the United States under normal conditions.

Mr. President, if there are 2,000,000 unemployed in the railroad and factory divisions of our economic life, and there are 48,000,000 of our people working for a livelihood, then from this publication I take it that if 2,000,000 represent one-fourth of the unemployed, the entire number would be not less than 8,000,000 of our fellow citizens. I think the rule is well established that for every head of a family there are four dependents. The average family consists of five—the head of the family, the wife, and three children. If this rule should hold good, and if there should be 8,000,000 of our fellow citizens out of work, it does not mean that only 8,000,000 of our people are at this time deprived of employment but it means that five times 8,000,000, or 40,000,000, of the people of America at this time do not have a substantial means of subsistence.

Before the Congress can proceed to solve this problem, or to be of material aid in this matter, we must first find out the extent of unemployment. We must then find out the location and the condition of the unemployed, and the kind of relief that might help them.

The President asks for from \$100,000,000 to \$150,000,000 to be given to him, to be in turn placed in the hands of a committee of the Cabinet, to be by that committee, with his approval, used to aid the unemployed. If we should see fit to give \$100,000,000 for this purpose, that would be at the rate of 81 cents per capita for the entire population of the United States. The census shows we have 123,000,000, approximately, in continental United States. If we should take the highest amount suggested by the President, \$150,000,000, that would amount to \$1.20 per capita for the entire population of the country. On the other hand, if we should take the figure 40,000,000 as the number of those who may need relief, and use the smallest amount suggested by the President, \$100,000,000, it would amount to \$2.50 for the 40,000,000 persons at this time unemployed and having no means of subsistence. If we should take the larger figure, \$150,000,000, we would find that each of these 40,000,000 unemployed and having no means of subsistence would be entitled to \$3.75 per capita.

Mr. President, it is my judgment that either of these sums is entirely inadequate. Only a few years ago, when we had a foreign foe to combat, we voted something like \$27,000,000,000, and used the money in combating that foreign foe. In addition to the bonds at that time issued and

sold, we raised by taxation something like \$10,000,000,000, making the total sum something like \$37,000,000,000, which the people of this country raised to fight a foreign enemy. At that time the slogan was "To make the world safe for democracy."

It is my conviction that we have here among us now a far more deadly enemy than any foreign foe this Nation has ever faced, and that local enemy is unemployment; it is distress, it is hunger, it is want, and discouragement.

I am of the opinion that \$100,000,000 is not sufficient. I am further of the opinion that \$150,000,000 is not sufficient. If we could afford to spend \$37,000,000,000 in fighting a foreign foe, it occurs to me that \$1,000,000,000 would not be too much to raise now to spend to make America safe for Americans.

This is the second day of the last session of the Seventy-first Congress. We have but about 55 days to work before this session will close, as it must at 12 o'clock noon on the 4th day of March next. The President in this message has laid down the human rule which I think should govern the Congress in deliberating upon this question. On page 3 we find this language:

We have as a nation a definite duty to see that no deserving person in our country suffers from hunger or cold.

Inasmuch as the President sees fit to devote more than one-half his message to this emergency, it occurs to me that the Congress—certainly the Senate—could do nothing less than dignify this message with some appropriate action, and to the end that the Senate may give to the message the consideration it requires I propose the creation of a special select committee, to be appointed by the President of the Senate, the committee to consist of 11 members, 6 of whom shall be selected from the majority and 5 from the minority of the Senate.

I know we have regular committees which can handle any bill that is introduced, but measures relating to this emergency will come before different committees. Already such bills have been introduced and referred to the Committee on Agriculture and Forestry. Other bills will go to the Committee on Appropriations. Would it not be a better policy to have one committee, made up of the older Members of this body, Members who know how things are done and what should be done, created to handle this all-important matter? That committee should embrace the official leaders of the respective sides of this Chamber and should be appointed very largely from the chairmen of the regular standing committees. If this committee should be created, then I think the special relief bills heretofore introduced and those which may hereafter be introduced should be referred to this special committee, in the hope of correlating such measures and seeing to it that the rule laid down by the President should be carried out—

That no deserving person in our country should suffer from hunger or cold.

I send to the desk a resolution proposing to create a special select committee such as I have described and ask unanimous consent that the resolution be read.

The VICE PRESIDENT. Without objection, the resolution will be read.

The Chief Clerk read the resolution (S. Res. 338), as follows:

*Resolved*, That a special select committee on emergency and relief legislation be, and is hereby, created; such committee to consist of 11 members, to be appointed by the President of the Senate as follows: 6 members from the majority party and 5 members from the minority party.

Immediately upon appointment the members shall meet and organize such committee and, when organized, said committee shall have power coequal with regular Senate committees and shall have jurisdiction of emergency and special relief legislation, including proposals for the authorization of appropriations.

When organized such committee shall report to the Senate its plan of organization and location.

Mr. THOMAS of Oklahoma. I ask that the resolution lie on the table.

The VICE PRESIDENT. The resolution will lie on the table.



## RELIEF OF FAMILY OF LATE HAROLD L. LYTLE

The VICE PRESIDENT. The Chair lays before the Senate a concurrent resolution coming over from a preceding day, which will be read.

The concurrent resolution (S. Con. Res. 33) submitted by Mr. REED July 3, 1930, was read, as follows:

*Resolved by the Senate (the House of Representatives concurring), That in the enrollment of the bill (S. 1756) granting the sum of \$5,000 to reimburse the family of the late Harold L. Lytle for hospital and medical expenses and loss of salary due to an injury received in a collision with a Government truck in Portsmouth, N. H., May 10, 1927, the Secretary of the Senate is hereby authorized and directed to amend the title of said bill so as to read: "An act for the relief of the family of the late Harold L. Lytle."*

Mr. REED. The bill having become a law, I move that the concurrent resolution be indefinitely postponed.

The motion was agreed to.

## MOTOR-BUS TRANSPORTATION

The VICE PRESIDENT. The Chair lays before the Senate the unfinished business.

The Senate resumed the consideration of the bill (H. R. 10288) to regulate the transportation of persons in interstate and foreign commerce by motor carriers operating on the public highways.

Mr. COUZENS obtained the floor.

Mr. SMOOT. Mr. President, I suggest the absence of a quorum.

The VICE PRESIDENT. Does the Senator from Michigan yield for that purpose?

Mr. COUZENS. I yield.

The VICE PRESIDENT. The clerk will call the roll.

The legislative clerk called the roll, and the following Senators answered to their names:

Ashurst	Fletcher	King	Smith
Barkley	Frazier	McGill	Smoot
Bingham	George	McKellar	Steck
Black	Gillett	McMaster	Stelwer
Blaine	Glenn	McNary	Stephens
Blease	Goff	Moses	Swanson
Borah	Goldsborough	Norbeck	Thomas, Idaho
Brock	Gould	Norris	Thomas, Okla.
Brookhart	Greene	Nye	Townsend
Broussard	Hale	Oddie	Trammell
Bulkley	Harris	Overman	Tydings
Capper	Harrison	Patterson	Vandenberg
Caraway	Hastings	Phipps	Wagner
Carey	Hatfield	Pine	Walcott
Connally	Hayden	Pittman	Walsh, Mass.
Copeland	Hebert	Reed	Walsh, Mont.
Couzens	Heflin	Robinson, Ark.	Waterman
Cutting	Howell	Robinson, Ind.	Watson
Dale	Johnson	Schall	Wheeler
Davis	Jones	Sheppard	Williamson
Deneen	Kean	Shipstead	
Dill	Kendrick	Shortridge	
Fess	Keyes	Simmons	

Mr. BLAINE. I desire to announce that my colleague the senior Senator from Wisconsin [Mr. LA FOLLETTE] is unavoidably detained. I ask that this announcement may stand for the day.

The VICE PRESIDENT. Eighty-nine Senators have answered to their names. A quorum is present.

Mr. COUZENS. Mr. President, when we adjourned at the close of the last session the bill was then the unfinished business. The Senate had made considerable progress in dealing with the bill, particularly the committee amendments. I understand that the Senator from Washington [Mr. DILL] and the Senator from Nevada [Mr. PITTMAN] desire to offer some further amendments. I understand that they are not ready to proceed this afternoon, but before we adjourn, if it is the program to adjourn, I would like to have a few moments to tell the Senate the condition of the bill as it now is before us.

Mr. KING. Mr. President, will the Senator yield?

The VICE PRESIDENT. Does the Senator from Michigan yield to the Senator from Utah?

Mr. COUZENS. I yield.

Mr. KING. I shall be under very great obligation if, before the Senator concludes his speech, he will advise us why the question of automobile trucks was not taken up and provision made for bringing them within the operation of the bill.

Mr. COUZENS. I am very glad the question has been raised. The committee at various times during the past few years has had under consideration the question of regulating trucks engaged in handling interstate business. It developed in the hearings, which were not had recently but two or three years ago, that the trucks were mostly engaged in contract business; in other words, they were not common carriers. All the bill attempts to do is to regulate vehicles which are engaged in interstate business as common carriers. Most of the truck business is, as I said, contract business and therefore does not come under the jurisdiction applicable to common carriers.

Following the hearings some years ago on that phase of regulating motor vehicles the motor-bus people got together among themselves and requested legislation for the regulation of passenger busses. The truck people did not join them because they were such a small factor as common carriers. They were mostly all engaged in contract business. The committees in the House and in the Senate decided that as long as we could not bring in the few truck people engaged as common carriers we would confine ourselves to the regulation of motor busses or vehicles carrying passengers.

Does that answer the Senator's question?

Mr. KING. I thank the Senator for his explanation, but from my observation and from the information which I have received, no inconsiderable part of the freight carried throughout the country to-day is carried by great motor trucks, trailers, and so forth. I think the number of trucks employed in the carrying of freight as common carriers has greatly increased. I am not so sure that the special contracts for carrying freight from one State to another would take the trucks out of the operation of the law or the interstate commerce provision of the Constitution. That is to say, people who make special contracts to carry freight from here to New York or from here to Chicago or elsewhere would not be permitted, in my opinion, to plead, if Congress sought to bring them under proper regulation, that they were not subject to control by the Federal Government under the interstate commerce clause of the Constitution.

Mr. COUZENS. I think the Senator is right in that suggestion, but there was no request for legislation controlling interstate traffic by truck.

When we had the bill before us in the previous session practically all of the committee amendments were agreed to. There were some amendments made on the floor in the Senate which were agreed to; but the outstanding question still to be determined is the question of whether or not a certificate of public convenience and necessity will be required. The Senator from Illinois [Mr. GLENN] offered an amendment providing for the consolidation of railroads and bus lines, but the Senate by a vote of 21 to 27 defeated that amendment because, as the bill now reads, the consolidation of bus lines and railroads is prohibited.

Mr. SMOOT. Mr. President—

The VICE PRESIDENT. Does the Senator from Michigan yield to the Senator from Utah?

Mr. COUZENS. I yield.

Mr. SMOOT. I understand, however, that a bus company can be created for the purpose of operating bus lines by themselves; that there is no objection to that whatever?

Mr. COUZENS. There is nothing whatever in the bill, as I recall, that would prohibit that procedure. The committee attempted to prohibit a monopoly of transportation by not permitting the railroads to buy up all the bus lines and consolidate them into one transportation system.

Mr. SMOOT. But a railroad which has been operating in interstate commerce has had its business greatly interfered with by busses and trucks carrying passengers or freight from place to place. Could not that railroad now add busses or trucks to its transportation facilities without any further action on the part of Congress?

Mr. COUZENS. It can do so now because there is no regulation of busses or trucks in interstate commerce. In other words, if the Union Pacific or the Santa Fe or any other railroad company wanted to install a bus line and engage in interstate commerce, it would be under no regulatory body.



Mr. SMOOT. And could establish that line of transportation?

Mr. COUZENS. It can do so now. Lacking any legislation to regulate busses in interstate commerce, they, of course, can engage in the bus business. After the bill is enacted into law, if it shall be, there will be nothing to prevent them from engaging in the bus business provided they apply to the Interstate Commerce Commission for a certificate. The Senator from Indiana [Mr. WATSON] suggests they can do so provided they get a certificate of public convenience and necessity. There is where opinion in the Senate is at present divided. As the bill came from the House, it provided that a certificate of public convenience and necessity would be required before anybody could get a certificate granting permission to operate a bus line in interstate commerce, whether a railroad or an independent company. The Committee on Interstate Commerce amended the House text by inserting a provision that if there was existing competition between two termini, then a certificate of public convenience and necessity would be required. In other words, the committee decided that we would insist upon competition, and as long as competition exists a certificate of public convenience and necessity will be required. But if there is a monopoly, if there is only one system between termini and no competition, then a certificate of public convenience and necessity would not be required.

Mr. SMOOT. Suppose the bill passes just as it has been amended by the Senate up to this time, and after the passage of it a railroad desires to establish a bus system; would there be anything in the bill to prevent it?

Mr. COUZENS. Yes; if there were existing routes, competitive business, then they would have to have a certificate of public convenience and necessity before they could add to the system and operate a bus line. But if there was no competition between two termini, then all the railroads would need would be a certificate of permission from the Interstate Commerce Commission to operate, whether there was any public necessity for it or otherwise.

Mr. SMOOT. But if there was no competition, of course they would not ask for it. There would be no necessity for it if there was no competition.

Mr. COUZENS. The Senator is wrong. There might be one line operating exclusively, and so far as that bus service was concerned it would be a monopoly. There would be no competition unless the railroad made application and got a certificate. It would get a certificate without question if there was only one system operating between two termini.

Mr. GLENN. Mr. President, will the Senator yield?

The VICE PRESIDENT. Does the Senator from Michigan yield to the Senator from Illinois?

Mr. COUZENS. I yield.

Mr. GLENN. If the Senator from Michigan will pardon me, my understanding of the situation as the bill now reads is that under its provisions no railroad corporation can operate a bus system in connection therewith. The junior Senator from Illinois, myself, introduced an amendment proposing to strike that provision from the bill. It was argued rather briefly in the closing days of the last session and was defeated by a vote of 21 to 27. It leaves the bill, as I understand it, directly prohibiting railroads from engaging in the interstate bus service.

Upon the other point of the question, a certificate of public convenience and necessity, the Senator from Michigan, the chairman of the committee, has stated the situation as I understand it. The bill as reported by the Interstate Commerce Committee made it obligatory that where there was only one bus line operating between certain points, if another bus company made application for a certificate of convenience and necessity, the mere fact that there was only one bus line operating made the granting of that second certificate obligatory upon the commission, provided, of course, the applicants established their financial responsibility and other matters of that nature. In other words, whether or not there be a real demand for a second bus line between points, anybody could come in and upon the

mere showing that there was only one line would be granted a certificate. I think that correctly states the two amendments which I presented. The second amendment which I offered was adopted—that is correct, is it not?

Mr. COUZENS. That is correct.

Mr. GLENN. That is the situation, as I understand the present status of the bill.

Mr. FLETCHER and Mr. BLEASE addressed the Chair.

The VICE PRESIDENT. Does the Senator from Michigan yield; and if so, to whom?

Mr. COUZENS. I yield first to the Senator from Florida.

Mr. FLETCHER. I want to inquire of the Senator if I am correct in assuming that this bill has reference only to the transportation of persons?

Mr. COUZENS. That is correct.

Mr. FLETCHER. It has nothing to do with the transportation of freight?

Mr. COUZENS. The Senator is correct in that regard.

Mr. FLETCHER. In other words, it has to do with what we know as busses but not with trucks which carry freight in all portions of the country. The Pennsylvania Railroad Co., I understand, operates trucks carrying freight to stores in Florida. Is there any idea on the part of the committee of leaving that feature to subsequent consideration and limiting this bill entirely to busses transporting persons?

Mr. COUZENS. That is correct, because the committee had no request for legislation to regulate the truck-freight business, and there was no way of getting an agreement on that point.

Mr. BLEASE. Mr. President—

The VICE PRESIDENT. Does the Senator from Michigan yield to the Senator from South Carolina?

Mr. COUZENS. I yield.

Mr. BLEASE. I have not had an opportunity to read this bill at the present session. I should like to ask the Senator what effect the bill would have in reference to State control by railroad or other commissions over the operation of busses and the use of busses on the public highways in the States?

Mr. COUZENS. On purely intrastate business it would have no effect whatever. There is a provision in the bill under which where busses operate between two States and controversies arise between them a board, comprising officials of the two States, may be set up to settle them.

Mr. BLEASE. To a certain extent this bill will deprive the States of the control of their highways by turning it over entirely to some other commission?

Mr. COUZENS. The Senator is in error about that, because we have particularly provided that there shall be no interference with any State right whatsoever. We have only attempted to accomplish the regulation of busses where the States have no jurisdiction whatsoever.

Mr. BLEASE. The question I am asking is, If this bill passes, who will control the busses and the highways in my State, South Carolina?

Mr. COUZENS. The State commission of South Carolina.

Mr. BLEASE. And this bill will not interfere with that control?

Mr. COUZENS. It will not.

Mr. GLENN. Mr. President, will the Senator yield?

The VICE PRESIDENT. Does the Senator from Michigan yield to the Senator from Illinois?

Mr. COUZENS. I yield.

Mr. GLENN. I know the Senator from Michigan is stating exactly the purport of the bill as he understands it; but, as I understand the bill, busses in interstate traffic traversing a State would be under the jurisdiction of the Interstate Commerce Commission and to that extent that commission would have control over the highways of the State of South Carolina. Of course, that would not apply to intrastate traffic as distinguished from interstate traffic.

Mr. COUZENS. I differ with the Senator in that respect. The Interstate Commerce Commission would not have any control over highways, but only over the busses on the highways.



Mr. GLENN. The control of the use of the highways.

Mr. COUZENS. Oh, no; the Senator is wrong; this bill does not attempt to control the use of the highways at all; it attempts to regulate busses on those highways when they are engaged in interstate commerce.

Mr. GLENN. Is not that a control of the use of the highways?

Mr. COUZENS. Oh, no; not of the highways at all. The bill provides for the control of busses if they are engaged in interstate commerce because the States now have no control over them and the States themselves admit that they have no such control. As a matter of fact, there are interstate bus lines now operating which refuse to sell intrastate tickets so as to avoid control by State commissions.

Mr. GLENN. Mr. President, will the Senator yield further?

Mr. COUZENS. Certainly.

Mr. GLENN. As I understand this bill, one of its primary purposes is to grant authority to somebody to control, for instance, the size of the vehicles, the number of passengers a vehicle shall carry, the dimensions of the vehicle, and the rate of speed at which the vehicle shall travel. If that is not a control of the use of the highways, I do not understand what could be.

Mr. COUZENS. No; it is the control of the vehicle but not of the highway. In other words, we are not attempting under this bill to say anything about what the size of the highway shall be or the method of highway construction.

Mr. GLENN. That is correct.

Mr. COUZENS. Nor do we assume to say at what speed vehicles shall move. They must comply with the police regulations of the several States no matter what they may be.

Mr. McKELLAR. Mr. President, will the Senator yield?

The VICE PRESIDENT. Does the Senator from Michigan yield to the Senator from Tennessee?

Mr. COUZENS. I yield.

Mr. McKELLAR. Take a case where there are two railroads running, say, from Memphis, Tenn., to Louisville, Ky., and a bus line not owned by any railroad is operating between the same points, would either one of those railroads have a right to build a bus line under the terms of this bill?

Mr. COUZENS. It would.

Mr. McKELLAR. Would both of them together have a right to build a bus line under this bill?

Mr. COUZENS. No; they would not, because they would not be permitted to consolidate.

Mr. McKELLAR. They would not be permitted to consolidate under this bill.

Mr. COUZENS. We voted on that question on the amendment of the Senator from Illinois [Mr. GLENN]. He proposed to repeal that section of the bill which prohibited consolidation, and on that proposal we voted prior to the adjournment, the amendment being lost by 27 to 21, as I remember.

Mr. CARAWAY. Mr. President—

The VICE PRESIDENT. Does the Senator from Michigan yield to the Senator from Arkansas?

Mr. COUZENS. I yield.

Mr. CARAWAY. I am afraid I do not quite follow the Senator from Illinois and the Senator from Michigan. Under the bill as it is now written a railroad may own and operate a bus line?

Mr. COUZENS. It may.

Mr. CARAWAY. And the amendment of the Senator from Illinois was designed to prevent a joint ownership.

Mr. COUZENS. No; the committee prohibited a consolidation of bus lines and railroad lines, but it did not prohibit the operation of independent lines by the railroads.

Mr. CARAWAY. Let me ask the Senator another question—

Mr. GLENN. Just a moment, in order that we may clear up that point.

The VICE PRESIDENT. Does the Senator from Michigan yield to the Senator from Illinois?

Mr. COUZENS. I yield.

Mr. GLENN. My understanding is not in accord with that of the chairman of the committee. Perhaps I am wrong, but my understanding of this provision is that under it a railroad can not directly or indirectly own, operate, and control a bus line. That is my recollection.

Mr. CARAWAY. That is my understanding of the bill.

Mr. GLENN. If that is the language, of course a railroad can not own a subsidiary corporation operating a bus line.

Mr. COUZENS. I wish the Senator would point that out. I can not find such a provision in the bill. What the committee attempted to do was to prevent the railroads from buying up bus lines and creating a monopoly in transportation.

Mr. CARAWAY. Let me ask the Senator this question: As the bill now stands, as I understand the chairman of the committee, a railroad may get a permit to buy busses and operate a bus line, a new line, but may not buy existing bus lines.

Mr. COUZENS. That is correct. If there is competition between two points, involving more than one bus line, then the Interstate Commerce Commission decides whether there is any public necessity for it.

Mr. CARAWAY. I understand that, but I hardly think that is related to the question I was trying to ask the Senator.

Mr. COUZENS. But there may be circumstances under which a railroad could not get a permit.

Mr. CARAWAY. Of course, there are circumstances under which no one could get a permit.

Mr. COUZENS. Yes; there are circumstances under which nobody could get a permit.

Mr. CARAWAY. Let me ask the Senator what was the purpose of permitting a railroad company to establish a bus line but denying it the right to purchase one already in existence?

Mr. COUZENS. The purpose was to prohibit consolidation and the creation of monopoly. We did not want the railroads to monopolize the passenger traffic between any two points.

Mr. CARAWAY. That is what I want to ask the Senator about. As I understand the Senator now, a railroad may initiate a bus line; it may initiate two such lines between two points, and thus it might be given an absolute monopoly of transportation, because a third bus line would have to get a certificate of convenience and necessity, which it could not do. So the railroad would own the railroad and the two bus lines operating between the two points and have a monopoly, but it could not purchase a line already in existence. I do not quite follow the wisdom of such a provision; but I do not know and am merely inquiring. The result would be exactly the same.

Mr. COUZENS. I see the point the Senator makes. That was not contemplated, as I remember, by the committee, because it was not thought practicable that a railroad would inaugurate two bus lines under separate corporate entities.

Mr. CARAWAY. If it wanted a monopoly, it would be very shortsighted not to do so.

Mr. COUZENS. I think that is probably true.

Mr. GLENN. Mr. President—

The VICE PRESIDENT. Does the Senator from Michigan yield to the Senator from Illinois?

Mr. COUZENS. I yield.

Mr. GLENN. The Senator from Illinois has now had a chance to read a portion of the bill covering the question the Senator from Michigan asked him with regard to the railroads. Here is one provision of the bill which I think is directly in point. On page 20 of the bill, beginning in line 18, it reads as follows:

(c) No consolidation, merger, or acquisition of control shall be approved under this section if it involves the consolidation or merger of two or more carriers by railroad or the acquisition of control of any carrier by railroad by another such carrier; nor shall any consolidation, merger, or acquisition of control be approved under this section if one or more of the corporations involved is engaged, directly or indirectly, in the transportation of persons by railroad.



As I recall, there is another provision, which is applicable, but it seems to me what I have read controls the situation.

Mr. COUZENS. I differ with the Senator from Illinois on the interpretation of the provision he has read. In answer to previous questions I stated, I think, to the Senator from Utah [Mr. Smoot], that there was no objection to a railroad starting a bus line provided there was no competition between the two points in question. The Senator from Illinois will observe that the bill especially provides:

Nor shall any consolidation, merger, or acquisition of control be approved under this section if one or more of the corporations involved is engaged, directly or indirectly, in the transportation of persons by railroad.

I submit that there is nothing in that language, as I interpret it, which prohibits a railroad from starting its own bus line. Such action could not be considered as acquisition of control of another corporation. The operation of a bus line by a railroad would not be considered the acquisition of control of another corporation engaged in handling passengers, nor could it be considered as a consolidation or merger. A mere adding to its facilities by a railroad does not seem to me to come under that paragraph of the bill.

Mr. GLENN. Does not the Senator believe that the buying by a railroad corporation of the majority of the stock of a motor-bus corporation would be prohibited under this provision?

Mr. COUZENS. Absolutely; and that was the intention of the committee. Where we seem to be at cross points is in this respect: The Senator from Utah pointed out that the Union Pacific put on its own bus lines. He did not say anything about its creating a new corporation or acquiring control of another corporation; and, in answer to his question, I said that there was nothing in the bill which prohibited a railroad company from engaging in that sort of business and adding to its facilities by putting on bus lines; but the bill did preclude the railroad company acquiring a bus line which was already competing with it; the company could not do that.

Mr. SMOOT. Mr. President—

The VICE PRESIDENT. Does the Senator from Michigan yield to the Senator from Utah?

Mr. COUZENS. I yield.

Mr. SMOOT. Supposing there was a bus line in operation before the Union Pacific, or any other railroad, for that matter, decided that it was absolutely necessary for them in order to meet competition to operate a bus line; is there anything in the bill then that would prevent them from doing that?

Mr. COUZENS. If there is no competition between the two points, there is nothing in the bill which would prevent it.

Mr. SMOOT. I understand that; but supposing there is now a bus line running between the two points and the Union Pacific Railroad, or any other railroad, in order to maintain its passenger traffic would be compelled to inaugurate a bus line; how could they do it under this bill?

Mr. COUZENS. They could do it under this bill by putting on motor busses, but they would be prohibited from buying out the other line.

Mr. SMOOT. That is all I want to know. I want to know whether they could establish a line of busses under such conditions.

Mr. COUZENS. They can do so if they do not acquire control of another company.

Mr. WATSON. They can do so under the terms of this bill.

Mr. CARAWAY. Mr. President, I should like to ask the Senator another question.

The VICE PRESIDENT. Does the Senator from Michigan yield to the Senator from Arkansas?

Mr. COUZENS. I yield.

Mr. CARAWAY. As I read the provision at the bottom of page 20, if the railroads before the passage of this bill should acquire control of all the bus lines, the law would not divest them of that right and it would not prevent them operating those lines.

Mr. COUZENS. I do not think so, because the bill, of course, is not now operative and it will not be retroactive.

Mr. CARAWAY. In other words, if a railroad should acquire a complete monopoly by buying all the bus lines, it may continue to hold them and continue to operate them under this bill?

Mr. COUZENS. That is correct; but there is nothing to prevent another bus line from going in and competing with them.

Mr. CARAWAY. I understand. The railroad is only prevented from buying a bus line that has already been established?

Mr. COUZENS. Correct.

Mr. CARAWAY. This amendment goes a good deal further than that, however, and prevents competition with railroads.

Mr. COUZENS. Absolutely; under the pretext of a bus company.

Mr. CARAWAY. No. I think this section would undo all that is done by these other provisions. I do not want to draw the Senator off from his line of argument; but the language is:

No consolidation, merger, or acquisition of control shall be approved under this section if it involves the consolidation or merger of two or more carriers by railroad or the acquisition of control of any carrier by railroad by another such carrier.

That has nothing to do with bus lines.

Mr. COUZENS. Mr. President, this is a bill for the regulation of busses.

Mr. CARAWAY. I know it; but this is entirely outside of bus control.

Mr. COUZENS. I think the Senator is incorrect. What was presented to the committee was this: It was feared that a railroad operating a bus line might consolidate it with a bus line operated by another railroad and thereby consolidate the railroads, and that is what is attempted to be prevented.

Mr. CARAWAY. I understand. I hope the Senator will pardon me for reading this again:

No consolidation, merger, or acquisition of control shall be approved under this section if it involves the consolidation or merger of two or more carriers by railroad or the acquisition of control of any carrier by railroad by another such carrier.

Mr. COUZENS. But does not the Senator observe that it says "under this section"?

Mr. CARAWAY. I understand that.

Mr. COUZENS. It does not refer to any other law.

Mr. CARAWAY. No. Here is another provision:

Nor shall any consolidation, merger, or acquisition of control be approved under this section if one or more of the corporations involved is engaged, directly or indirectly, in the transportation of persons by railroad.

I think I can see the Senator's point, and possibly he is entirely right.

Mr. COUZENS. It only refers to this section.

Mr. CARAWAY. I understand.

The next thing I desire to call the Senator's attention to is this: I am curious to know how, if a bus line is a separate corporation, a railroad can own a bus line at all under the second provision of that section, because it is a merger. I do not care who sets it up or who controls it; it is a merger of the two, a unity of control.

Mr. GLENN. Mr. President, if the Senator will pardon me, may I say, directly upon that point, that my amendment which we voted upon was exactly in line with the idea of the Senator from Arkansas. I proposed to strike out of the committee amendment all after the semicolon to which the Senator from Arkansas has just referred, in order that railroads would not be prohibited from engaging in the bus business; my idea being, briefly stated, that the bus lines had taken away from the railroads the cream of the passenger business and that the railroads were contributing largely through their taxes to build up the public highways, which in turn were being used to destroy them. I felt that the railroads should be left free, upon the same basis as any other citizen or corporation of the country, to engage



in the bus business; and that was my amendment upon which the vote was taken.

Mr. COUZENS. The Senator apparently overlooks the fact that we have already prohibited the railroads from operating ships in the intercoastal waterway or on the Great Lakes. In other words, we have prohibited, and I think properly so, a consolidation or a monopoly in transportation, whether by freight or passenger, on the part of the railroads.

Mr. COPELAND. Mr. President, will the Senator yield?

The VICE PRESIDENT. Does the Senator from Michigan yield to the Senator from New York?

Mr. COUZENS. I yield.

Mr. COPELAND. There is a railroad, the Michigan Central, between Detroit and Ann Arbor. There is a bus line between Detroit and Ann Arbor. Could the Michigan Central buy the bus line between Detroit and Ann Arbor?

Mr. COUZENS. It could not under this bill.

Mr. COPELAND. Could it apply for a certificate of convenience and necessity, and, if granted, build a bus line?

Mr. COUZENS. Absolutely.

Mr. COPELAND. Suppose the bus line between Detroit and Ann Arbor were not particularly successful under private operation, for want of capital or for any reason: What, really, is the difference in the long run whether the railroad is permitted to institute another bus system or to take over and improve the already existing one?

Mr. COUZENS. The difference is this: That if they take over the existing one they create a monopoly.

Mr. COPELAND. Would not this happen, if I may ask the Senator: If a bus line operating between Detroit and Ann Arbor had a weak financial structure, a weak organization, and then a certificate of necessity and convenience were granted to the railroad, and then, with all the funds of the railroad back of it, it built up a strong organization, it would kill the original bus line, and there would not be any competition anyhow?

Mr. COUZENS. Of course, that is a condition that we do not attempt to foresee. We can not attempt to foresee whether these lines are going to be successful or whether they are not going to be successful. In other words, if the view that the Senator seems to entertain were correct, any number of weak lines could start up and sell themselves to the railroads. In other words, they could start competition and compel the railroads to buy them up to get them out of the way. The Senator does not want to encourage that?

Mr. COPELAND. No.

Mr. COUZENS. That would be the encouragement if they were permitted to go out and buy and consolidate with these private bus lines.

Mr. COPELAND. I find myself in accord with the general principles of the bill, but here is a detail. It would seem to me a question that ought to be considered, and perhaps it was considered sufficiently when the matter was brought up last spring.

Mr. GLENN. Mr. President, if the Senator will yield, I will say that, as I recall, this was done on the last day of the session—that is my recollection—and I think the discussion was not adequate, in view of the great importance of this situation.

Mr. COPELAND. And yet it covered the same thing that we are discussing now, did it not?

Mr. GLENN. Exactly.

Mr. COPELAND. May I ask the Senator from Illinois whether he is satisfied with this particular provision as it is now written in the bill, his amendment having failed?

Mr. GLENN. Am I satisfied?

Mr. COPELAND. Yes.

Mr. GLENN. Not at all. I was defeated on it. I was not satisfied with the result at all.

Mr. COUZENS. I want to say to the Senator from Illinois that if he thought he was "gypped" because of the close of the session, I have no objection to a reconsideration, because I think the merits of my case justify a bigger vote.

Mr. GLENN. I will say to the Senator from Michigan that I did not think I was "gypped." I do not think the Senator from Michigan would attempt to "gyp" me. I do not believe I would allow him to do it if he did; so nothing of that kind entered into the matter.

Mr. COUZENS. Mr. President, it has been suggested to me that some of the Senators have forgotten some of the provisions of the bill and that we are perhaps wasting time by talking about things we have already talked about. If it is agreeable, I am willing that we adjourn to give Senators an opportunity to inform themselves on the real purport of the bill before we proceed further.

Mr. FESS. Mr. President, will the Senator yield for just one observation?

Mr. COUZENS. I yield to the Senator from Ohio.

Mr. FESS. I think there is a misunderstanding in regard to the illustration that was suggested by the Senator from New York [Mr. COPELAND]. If, under the present bill as amended, with a bus line running from Detroit to Ann Arbor paralleling the Michigan Central, the Michigan Central, notwithstanding it could not buy that bus line, could establish a competing bus line, it seems to me that much of the opposition that I had to the bill and that the Senator had is removed.

Mr. COUZENS. That is my interpretation. The Senator can look it over, if we adjourn, and make sure; but my understanding is that there is nothing in the world to prevent a railroad from starting a bus line. The only thing it can not do is to go out and buy up competitors.

Mr. FESS. I think I am with the Senator.

Mr. HOWELL and Mr. GLENN addressed the Chair.

The VICE PRESIDENT. Does the Senator from Michigan yield; and if so, to whom?

Mr. COUZENS. I yield to the Senator from Nebraska.

Mr. HOWELL. Mr. President, from the discussion which has proceeded, it must be apparent to all those here that the purpose of this bill is to eliminate competition; and yet we have authorized the appropriation of three or four hundred million dollars for inland waterways to provide competition. Here is a case where we have competition. Competition is developing. We have the benefit of it. The rates are reduced; and now we propose to enact a bill to wipe out competition in the bus business, because we know that when two bus lines have the sole privilege of operating over a certain profitable route they will get together. When a hundred organizations in this country engaged in the production of some commodity will get together and fix their prices, of course, two bus lines will get together and fix their prices.

It seems to me our attitude would be utterly inconsistent if we enact this bill. If we do not want any competition with the railroad lines we ought not to spend three or four hundred millions of the Government's money on these inland waterways—not for a moment. If we believe in competition and in maintaining competition we should cling to what we have now. That is here.

Let me warn you that there is a bill pending in the House now for the regulation of rates by truck, for the regulation of trucks in interstate commerce. When this bill is through and out of the way, you will have that bill before you, and then you will come to the question of eliminating competition in freight rates, when there is actual and present competition. But you say, "No; let us wipe out all of the competition that exists now." We are going, however, to spend three or four hundred million dollars to develop inland waterways so that we can compete with the railroads. Now, really, is the position consistent?

We have been talking about details; but these details have brought out clearly, in my opinion, just exactly the purpose of this bill. We ought not merely to consider details in this matter. Let us consider the whole proposition. Are we for competition? Are we for lower rates, passenger and freight? Is there any other way to secure them than through competition? If we believe in competition, then certainly we should not pass such a bill as this. Why, if we believe in competition, should we pass such a bill as this and



then depend upon improving our waterways in order to develop competition through the expenditure of hundreds of millions of dollars?

Let us consider the whole measure, Mr. President—not merely these details to which attention has been called.

#### DEATH OF REPRESENTATIVE CURRY

The VICE PRESIDENT. The Chair lays before the Senate resolutions of the House of Representatives, which will be read.

The resolutions were read, as follows:

*Resolved*, That the House has heard with profound sorrow of the death of Hon. CHARLES F. CURRY, a Representative from the State of California.

*Resolved*, That the Clerk communicate these resolutions to the Senate and transmit a copy thereof to the family of the deceased.

Mr. JOHNSON. Mr. President, I offer the following resolutions in respect to the death of the Hon. CHARLES F. CURRY.

The VICE PRESIDENT. The Secretary will read the resolutions.

The resolutions (S. Res. 343) were read, considered by unanimous consent, and unanimously agreed to, as follows:

*Resolved*, That the Senate has heard with profound sorrow the announcement of the death of Hon. CHARLES F. CURRY, late a Representative from the State of California.

*Resolved*, That the Secretary communicate these resolutions to the House of Representatives and transmit a copy thereof to the family of the deceased.

#### DEATH OF REPRESENTATIVE QUAYLE

The VICE PRESIDENT. The Chair lays before the Senate resolutions of the House of Representatives, which will be read.

The resolutions were read, as follows:

*Resolved*, That the House has heard with profound sorrow of the death of Hon. JOHN FRANCIS QUAYLE, a Representative from the State of New York.

*Resolved*, That the Clerk communicate these resolutions to the Senate and transmit a copy thereof to the family of the deceased.

Mr. COPELAND. Mr. President, a few days ago we were shocked to hear of the sudden death of Representative JOHN FRANCIS QUAYLE, of Brooklyn. He was one of the most kindly of men, unselfish, considerate, a good friend, and a useful public citizen. His death is a loss to his community, to his State, and to the Nation.

I offer the following resolutions, and ask for their adoption.

The resolutions (S. Res. 344) were read, considered by unanimous consent, and unanimously agreed to, as follows:

*Resolved*, That the Senate has heard with profound sorrow the announcement of the death of Hon. JOHN FRANCIS QUAYLE, late a Representative from the State of New York.

*Resolved*, That the Secretary communicate these resolutions to the House of Representatives and transmit a copy thereof to the family of the deceased.

#### DEATH OF REPRESENTATIVE STEDMAN

The VICE PRESIDENT. The Chair lays before the Senate resolutions of the House of Representatives, which will be read.

The resolutions were read, as follows:

*Resolved*, That the House has heard with profound sorrow of the death of Hon. CHARLES M. STEDMAN, a Representative from the State of North Carolina.

*Resolved*, That the Clerk communicate these resolutions to the Senate and transmit a copy thereof to the family of the deceased.

Mr. OVERMAN. Mr. President, I send to the desk resolutions which I ask to have adopted.

The VICE PRESIDENT. The resolutions will be read.

The resolutions (S. Res. 345) were read, considered by unanimous consent, and unanimously agreed to, as follows:

*Resolved*, That the Senate has heard with profound sorrow the announcement of the death of Hon. CHARLES M. STEDMAN, late a Representative from the State of North Carolina.

*Resolved*, That the Secretary communicate these resolutions to the House of Representatives and transmit a copy thereof to the family of the deceased.

#### DEATH OF REPRESENTATIVE HAMMER

The VICE PRESIDENT. The Chair lays before the Senate the resolutions of the House of Representatives, which will be read.

The resolutions were read, as follows:

1. *Resolved*, That the House has heard with profound sorrow of the death of Hon. WILLIAM C. HAMMER, a Representative from the State of North Carolina.

2. *Resolved*, That the Clerk communicate these resolutions to the Senate and transmit a copy thereof to the family of the deceased.

Mr. OVERMAN. Mr. President, I submit resolutions which I ask to have adopted.

The VICE PRESIDENT. The resolutions will be read.

The resolutions (S. Res. 346) were read, considered by unanimous consent, and unanimously agreed to, as follows:

*Resolved*, That the Senate has heard with profound sorrow the announcement of the death of Hon. WILLIAM C. HAMMER, late a Representative from the State of North Carolina.

*Resolved*, That the Secretary communicate these resolutions to the House of Representatives and transmit a copy thereof to the family of the deceased.

#### DEATH OF REPRESENTATIVE WINGO

The VICE PRESIDENT. The Chair lays before the Senate resolutions of the House of Representatives, which will be read.

The resolutions were read, as follows:

*Resolved*, That the House has heard with profound sorrow of the death of Hon. ORIS WINGO, a Representative from the State of Arkansas.

*Resolved*, That the Clerk communicate these resolutions to the family of the deceased.

Mr. ROBINSON of Arkansas. Mr. President, I submit resolutions and ask for their consideration and adoption.

The VICE PRESIDENT. The resolutions will be read.

The resolutions (S. Res. 347) were read, considered by unanimous consent, and unanimously agreed to, as follows:

*Resolved*, That the Senate has heard with profound sorrow the announcement of the death of Hon. ORIS WINGO, late a Representative from the State of Arkansas.

*Resolved*, That the Secretary communicate these resolutions to the House of Representatives and transmit a copy thereof to the family of the deceased.

#### ADJOURNMENT

Mr. McNARY. Mr. President, as a further mark of respect to the memory of the deceased Representatives, I move that the Senate do now adjourn.

The motion was unanimously agreed to; and the Senate (at 2 o'clock and 50 minutes p. m.) adjourned until tomorrow, Wednesday, December 3, at 12 o'clock meridian.

## HOUSE OF REPRESENTATIVES

TUESDAY, DECEMBER 2, 1930

The House met at 12 o'clock noon and was called to order by the Speaker.

The Chaplain, Rev. James Shera Montgomery, D. D., offered the following prayer:

Our Heavenly Father, do Thou hear our prayer, for we are united together in a common infirmity, with common sinfulness, with a common need of forgiveness, and with a common necessity of that love which must forever come from the soul of God.

Cleanse every truth that enters our minds, every beauty that is welcomed by our imagination, and every deed that is executed by our wills.

O may our service be strong, patriotic, and positive, and right here may we cast the anchor of our courage.

Bless us with a compelling faith in our country, in our fellow men, and in Thee. May the passing clouds of doubt never cast their shadows. Amen.

The Journal of the proceedings of yesterday was read and approved.

#### LEAVE OF ABSENCE

Mr. VESTAL. Mr. Speaker, at the request of my colleague, Mr. SCHAFER of Wisconsin, I desire to say that he